

PUBLIC HEARING NO. 3
June 29, 2010 - Wilshire United Methodist Church

Response to Comment No. PH3-1

Please refer to Response to Comment No. 1-1.

Response to Comment No. PH3-2

Please refer to Master Response No. 12 regarding the bus speeds between Comstock Avenue and Westwood Avenue.

Response to Comment No. PH3-3

Please refer to Response to Comment No. 1-4.

Response to Comment No. PH3-4

Please refer to Master Response No. 10 regarding the anticipated shift of riders from automobiles to public transit.

Response to Comment No. PH3-5

Please refer to Response to Comment No. 1-5.

Response to Comment No. PH3-6

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH3-7

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

The key features of Alternative A are summarized from east to west (in both the eastbound and westbound directions), as follows:

- 8.7 miles of bus lanes from South Park View Street to San Vicente Boulevard (5.4 miles), the western border of the City of Beverly Hills to mid-block Gayley/Veteran Avenue (2.0 miles), and Bonsall Avenue to Centinela Avenue (1.3 miles);

- 4.8 miles of curb lane reconstruction/resurfacing between Western Avenue and San Vicente Boulevard (3.6 miles) and between the western border of the City of Beverly Hills and Westholme Avenue (1.2 miles);
- Retention of the jut-outs between Comstock Avenue and Malcolm Avenue (1.0 mile);
- Lengthen the eastbound left-turn pocket at Sepulveda Boulevard by approximately 470 feet;
- Widen Wilshire Boulevard between Bonsall Avenue and Barrington Avenue to accommodate bus lanes (0.7 mile); and
- TPS enhancements, signage, and restriping for bus lanes, as necessary, along the project corridor.

~~The key differences between Alternative A and the proposed project are as follows:~~

- ~~• Elimination of the bus lane between Valencia Street and S. Park View Street;~~
- ~~• Inclusion of an additional 1.8 miles of curb lane reconstruction/resurfacing between Fairfax Avenue and San Vicente Boulevard and between the western border of the City of Beverly Hills and Westholme Avenue;~~
- ~~• Retention of the jut-outs between Comstock Avenue and Malcolm Avenue; and~~
- ~~• Elimination of the bus lane from approximately 300 feet east of Veteran Avenue to the I-405 northbound ramps.~~

It should be noted that at the LACMTA Board Meeting on December 9, 2010, the Board directed staff to study an additional alternative that would further reduce the length of the bus lanes by one mile segment between Comstock Avenue and Selby Avenue within the Westwood Community Plan Area. Consequently, LACMTA staff are now considering Alternative A-1 (Truncated Project with Reduced Length Bus Lanes Between Comstock Avenue and Selby Avenue) as the preferred alternative and are recommending adoption of this alternative to the LACMTA Board. This alternative considered a refinement to Alternative A and would be the same as Alternative A, with the exception of no bus lanes between Comstock Avenue and Selby Avenue and no reconstruction/resurfacing of curb lanes between the western border of the City of Beverly Hills and Westholme Avenue. Similar to Alternative A, existing bus stops along Wilshire Boulevard, including those at the intersections of Wilshire Boulevard at Comstock Avenue, Beverly Glen Boulevard, Warner Avenue, Westholme Avenue, and Selby Avenue, would be maintained. In addition, transit priority system enhancements, another component of this project, would still be implemented within this segment.

Response to Comment No. PH3-8

Bicycles will be allowed by right to operate in the bus lanes per the Los Angeles Municipal Code. The bus lanes will be posted with “Bike Ok” signage. This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

Response to Comment No. PH3-9

LACMTA and LADOT have no plans at this time to incorporate porous pavement; however, the comment has been noted and will be forwarded to the decision makers for their consideration.

Response to Comment No. PH3-10

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH3-11

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH3-12

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH3-13

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH3-14

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

Response to Comment No. PH3-15

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

Response to Comment No. PH3-16

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH3-17

This commenter supports the proposed project and urges adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street; the comment has been noted and will be forwarded to the decision makers for their consideration.

Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

Response to Comment No. PH3-18

The proposed project does not involve any changes to the bus service or operation. The primary goal of the proposed project is to improve bus passenger travel times and bus service reliability by allowing buses to travel in dedicated peak-period bus lanes for the majority of the alignment. The commenter is encouraged to contact a Metro Passenger Relations Representative at (213) 922-6235 or (800) 464-2111 or by e-mail at customerRelations@metro.net for questions/suggestions regarding the current bus service.

Response to Comment No. PH3-19

The commenter is encouraged to contact a Metro Passenger Relations Representative at (213) 922-6235 or (800) 464-2111 or by e-mail at customerRelations@metro.net for questions/suggestions regarding the current bus service.

The proposed project would resurface/reconstruct much of the alignment to provide bus riders a smoother ride in the future.

Response to Comment No. PH3-20

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

1 BEFORE THE METRO
2 WILSHIRE BUS RAPID TRANSIT PROJECT TEAM

21

22 Reported by:

23 JODY JOHNSTON
CSR No. 8914

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Job No.:

25 B5105NC0

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BEFORE THE METRO

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WILSHIRE BUS RAPID TRANSIT PROJECT TEAM

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5 Public Hearing in the Matter of:)

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6 WILSHIRE BUS RAPID TRANSIT (BRT))

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7 REPORT/ENVIRONMENTAL ASSESSMENT)

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TRANSCRIPT of PROCEEDINGS, taken at

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Felicia Mahood Center, 11338 Santa Monica

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Boulevard, Los Angeles, California, commencing

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at 6:30 p.m. on Wednesday, June 30, 2010,

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heard before the METRO WILSHIRE BUS RAPID

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TRANSIT PROJECT TEAM, reported by JODY JOHNSTON,

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CSR No. 8914, a Certified Shorthand Reporter

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in and for the State of California.

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1 APPEARANCES:

2 Metro Presenter: REX GEPHART

3		Director
		Regional Transit Planning
4		Metro
5	Facilitator:	JODY FEERST LITVAK
		Manager
6		Regional Communications Programs
		Metro
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1 Los Angeles, California, Wednesday, June 30, 2010

2 6:30 p.m.

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5 MS. LITVAK: Good evening, everybody. Please take

6 your seats and we're going to get started. This is a

7 scarcely attended event, but it is a formal public

8 hearing, but we're going to go through everything
9 anyway.

10 All right. My name is Jody Litvak. I'm with
11 Metro. Before we get into anything else, I need to read
12 this rather long bureaucratic statement. So with your
13 indulgence, bear with me, and we'll get through this.
14 Thank you.

15 "The Wilshire Bus Rapid Transit Draft
16 Environmental Impact Report/Environmental Assessment was
17 released on June 10, 2010, along with the Notice of
18 Intent to Hold the Public Hearings. The Notice of
19 Intent to Hold the Public Hearing was published in the
20 Los Angeles Times and filed with the Los Angeles County
21 Clerk.

22 Copies of the Draft EI/EA to be made available for
23 public review between June 10th and July 26th were
24 distributed to:

25 Felipe de Neve Library (2820 W. 6th Street)

1 Pio Pico - Koreatown Library (694 S. Oxford Avenue)
2 Memorial Library (4625 W. Olympic Boulevard)
3 Beverly Hills Public Library (444 N. Rexford Drive)
4 Westwood Library (1246 Glendon Avenue)
5 West Los Angeles Regional Library
6 (11360 Santa Monica Boulevard)
7 and
8 Donald Bruce Kaufman - Brentwood Library
9 (11820 San Vicente Boulevard)

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11 In addition, CDs of the document were distributed
12 by U.S. mail to 46 agencies and organizations. Display
13 ads about the public hearing were published in Our
14 Weekly, Garment and Citizen, Downtown News, Korea Times,
15 and the online version of the Daily Bruin. Copies of
16 the press notice about the release of the Draft EIR/EA
17 and these hearings were sent to a distribution list of
18 over 60 media organizations

19 The Draft EIR/EA and information about the hearings
20 was posted on Metro's website. Information about the
21 release of the Draft EIR/EA and the hearings was also

22 printed in brochure form and distributed widely on Metro
23 buses and trains as well as hand delivered at key
24 locations in the study area. The brochures were also
25 sent by U.S. mail to 759 addresses in the study database.

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1 This same information was also sent electronically to a
2 list of 867 E-mail addresses in the database. All of
3 these materials included information about the Wilshire
4 BRT on the web.

5 Affidavits of Publication and copies of detailed
6 mailing lists are available at Metro's Record Management
7 Center located on the Plaza at 1 Gateway Plaza,
8 Los Angeles, CA 90012. They may also be requested by
9 sending an E-mail to RMC@metro.net.

10 Tonight's proceedings are being recorded by a
11 court reporter, and will be submitted as part of the
12 public record. When you are called to the microphone,

13 before you begin your statement, please state your name
14 clearly for the record. You will have two minutes to
15 complete your statement.

16 If you have a written statement, you are
17 encouraged to leave a copy with a member of our team.
18 Oral and written statements will be considered equally.

19 In order for your comment to be considered as a
20 part of the public record, your comments must be
21 received by Metro before the close of the comment
22 period. The close of the comment period is July 26,
23 2010. Information on how to submit your comments after
24 tonight is shown on the board over here and is available
25 on the website, metro.net/wilshire."

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1 As I said, if you want to comment today, we have
2 speaker cards for you. Maybe you filled one out and
3 turned one in. If you didn't, raise your hand, and

4 she'll bring one to you.

5 If you took one and haven't decided if you want
6 to speak yet, but you suddenly become inspired to, just
7 fill one out, raise your hand, and someone will come by
8 and get it from you.

9 We also have written comment forms and Ginny is
10 holding one up right now. You don't have to put written
11 comments on this form, but we have them available for
12 you. You can turn them into any one of us, or if you
13 would like, there's an address at the bottom.

14 So feel free to take them with you tonight and
15 you'll know how to get in touch with us after that. Of
16 course, if you have your own stationary, we would
17 welcome comments that way, too.

18 It is a busy, busy, busy time for
19 transportation planning. This is the last public
20 hearing for the Bus Rapid Transit Project. We are doing
21 these on top of community meetings for the Westside
22 Subway Extension.

23 We have one more of those meetings tomorrow
24 night at the Santa Monica Library, and we invite you all
25 to come to that and we have a couple brochures

1 available.

2 In addition, there's a fax sheet that gives
3 some general information on the project. I hope you
4 picked one up. All of this is available on the web,
5 including a copy of this presentation.

6 With that, we'll get into the business at hand.

7 This is an EIR/EA, Environmental Impact Report,
8 Environmental Assessment, and it's being prepared
9 jointly.

10 The Federal Transit Administration, because
11 this is a federally funded project and we go through the
12 federal process, is the lead agency under NEPA, which
13 is, in essence, the federal partner to SEQUA that we're
14 all familiar with here in California.

15 We have our FTA representative here tonight, so
16 welcome.

17 Metro is the lead agency under SEQUA, and both

18 the City and the County of Los Angeles are responsible
19 agencies. All four of us together on that. It is
20 because Wilshire Boulevard is a City street, so much of
21 the area -- although the County is responsible for the
22 operations of Wilshire Boulevard in the area that goes
23 across the 405 Freeway, that whole property.

24 My colleague, Rex Gephart, will be speaking in
25 a moment, and he'll take you through that in a lot of

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1 detail.

2 So satisfying both the state and federal
3 environmental review. SEQUA, The Environmental Quality
4 Act and the act that governs the state requirements.

5 Metro, together with the City of Los Angeles,
6 otherwise represented here with the acronym L.A.D.O.T.,
7 L.A. Department of Transportation, determined that an
8 Environmental Impact Report was the appropriate method

9 of environmental review for this project.

10 And at the federal level, NEPA, the Federal
11 Transit Administration determined that an environmental
12 assessment was the appropriate level of environmental
13 analysis to satisfy the federal requirements. So that
14 is why we have the term EIR/EA.

15 The purpose of tonight's meeting is to provide
16 an overview of the Draft EIR/EA. We're going to
17 summarize the project and the project alternatives, and
18 what the impact determinations have been.

19 We will talk about the project schedule. We're
20 going to listen to your comments and questions, so that
21 they can be considered in developing the Final EIR/EA.

22 This is a formal public hearing, and unlike a
23 more open committee meeting, we really can't respond to
24 what you say here tonight. And that may be frustrating
25 for you, and I apologize for that, but the responses

1 will -- we're going to take all of that stuff in, and
2 we're going to consider it and use it in developing the
3 Final EIR/EA, and you're going to have to be a little
4 patient, but that is where you will see what the
5 responses are to all of the comments we get at these
6 meetings and during the public comment period.

7 So if you have a question that you want us to
8 answer, please ask us to get it on the record. Just
9 know, we are likely not going to answer it tonight, so I
10 apologize for the frustration that might come with that.

11 Let's talk a little bit about Wilshire
12 Boulevard, which is the area we're talking about.

13 Obviously, it's one of the most important
14 transit corridors in Los Angeles County. There are over
15 80,000 bus boardings a day in that corridor. It is the
16 heaviest transit bus corridor in the whole United
17 States. It's an important travel route for everybody in
18 Los Angeles.

19 The bus speeds during peak hours along the
20 Wilshire corridor are generally under 15 miles an hour
21 along most areas. I'm sure some of you are scratching
22 your heads and wondering where is it even getting up to

23 15 miles an hour, but be that as it may.

24 Large portions of Wilshire Boulevard, the
25 conditions of the curb lanes and the street are very,

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1 very poor.

2 Interestingly, one may think that traffic
3 distributes itself equally across all the lanes. That
4 actually is not what happens. Only about 15 percent of
5 the vehicles are using the curb lanes.

6 Right now the buses travel in all of the
7 traffic lanes. They may be in the curb lane if they are
8 turning right or if they are at a stop, and, likely, the
9 local buses are in a curb lane because they don't go too
10 far, or if the curb lane is truly awful, they will get
11 out into the middle lane, but those Rapid Buses also go
12 a mile or so between stops.

13 They will get out of the curb lane, the middle

14 lane, or all the way into the center lane and then come
15 back over. So right now the buses are moving in all of
16 the traffic lanes.

17 The goals that we have for this project -- when
18 I say "we," I'm talking about all four of the agencies
19 who are part of this.

20 We wanted to look at ways of encouraging the
21 shift from automobiles to public transit. We wanted to
22 improve bus passenger travel times. We wanted to
23 improve bus service reliability. Simple reliability is
24 really a key issue for people on transit and getting
25 people to ride transit.

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1 We wanted to look at improving the traffic flow
2 along Wilshire Boulevard. We wanted to be able to
3 improve the condition of the curb lanes along the
4 heavily damaged portions of Wilshire Boulevard, and we

5 wanted to minimize the impacts to existing on-street
6 parking.

7 So there are five alternatives that were looked
8 at. Not all of them have gone all the way through for
9 evaluation.

10 There was the initial proposed project that we
11 talked about when we were out here in the fall for
12 scoping. Rex will go into this in much more detail for
13 you.

14 There is an alternative project that we are
15 calling, "Alternative A," which is a truncated, a
16 somewhat shorter project than the proposed project, in
17 terms of the bus lanes, but it retains what are known as
18 the jut-outs in the highrise condominium area in
19 Westwood, but it also allows us to do some other things
20 and, again, Rex will talk about that.

21 There was an even more truncated project,
22 "Alternative B," that wasn't completed in full because
23 there was a funding criteria, so that has been rejected
24 and has not gone all the way through this evaluation.

25 And in addition, there was what we call

1 "Alternative C," which would have been a minibus lanes,
2 for lack of a better term, project that was also not
3 feasible. That was a combination of little buses and
4 segments and other tentative improvements targeted here
5 and along the way.

6 And then, of course, there is the "No Project
7 Alternative." For all of these environmental efforts,
8 you have to look at how do the projects that you're
9 evaluating compare to that particular project goal.

10 So Rex is now going to talk about the proposed
11 project and Alternative A and what we found and the
12 Draft EIR/EA and all of that good stuff, and then I'll
13 be back.

14 MR. GEPHART: Thank you, Jody.

15 I would also like to recognize -- I know Jody
16 mentioned him the other day -- but Ray Tellus (phonetic)
17 from the Federal Transit Administration. They are the
18 primary funding agency for this project, I must say, and

19 Susan Bok from the City of Los Angeles, the other
20 funding agency for this project. So it's good to have
21 both agencies here. Thank you.

22 Is the County here today? I don't think they
23 are.

24 Okay. So the proposed project -- again, this
25 is the project that was proposed initially to the

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1 Federal Transit Administration in our grant application.

2 The proposed project was to convert the
3 existing curb lanes along Wilshire Boulevard, and I have
4 a map that shows all of this.

5 Converts it to peak period bus lanes.

6 Re-surface or reconstruct significant portions of
7 Wilshire Boulevard, and the application was about two
8 and a half miles, I think, or maybe about 2.8 miles of
9 reconstruction on Wilshire Boulevard, and the rest need

10 resurfacing or repaving.

11 Widening Wilshire Boulevard in several areas,
12 to some extent, out by the 405 Freeway and a little bit
13 west of Federal.

14 Remove the existing jut-outs and realign the
15 curbs between Malcolm and Comstock Avenue. We'll talk
16 more about the jut-outs in just a second.

17 Construct a new eastbound peak period bus lane
18 between Barrington and Bonsall. That's Barrington
19 eastward across Federal all the way to Bonsall is
20 basically where the Federal Administration is, the
21 hospital area.

22 Restripe the existing traffic lanes if
23 necessary and install traffic and transit signs and
24 pavement markings.

25 So the map version of what I just said is from

1 Valencia -- by the way, this is the 110 Freeway here
2 with downtown, the 10 Freeway, the 405 Freeway,
3 Santa Monica, Beverly Hills.

4 So at the very eastern end from Valencia to
5 Western, we would repave Wilshire Boulevard. Convert
6 the existing curb lanes and repave on Wilshire
7 Boulevard.

8 And then from Western to Fairfax, reconstruct
9 Wilshire Boulevard and stripe it. From Fairfax to
10 Beverly Hills, simply convert the existing bus lanes to
11 peak period bus lanes.

12 Just west of Beverly Hills to Comstock, convert
13 the existing bus lanes. From Comstock to Malcolm, as I
14 mentioned earlier, that's where we would remove the
15 jut-outs.

16 What jut-out means, is when some condominiums
17 were built -- or when buildings were built in this area,
18 the City of L.A. asked that the walkway -- not the
19 walkway. What is that called, the area that is green?

20 MS. BOK: The parkway.

21 MR. GEPHART: The parkway. Thank you. The parkway
22 be shortened. And whenever the new developments would
23 go up. But along that area not all has been rebuilt

24 with new developments, so not all of the parkway has
25 been cut back, leaving some areas still jutting out into

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1 Wilshire in the streets and the shrubberies and such,
2 and those are called jut-outs.

3 What this project is proposing to do is remove
4 all of the remaining jut-outs along Wilshire Boulevard
5 and then add a bus lane in each direction in that area.
6 Not take a lane from Wilshire, but add a lane to
7 Wilshire from here to here in both directions.

8 Then from Malcolm to Sepulveda, convert the
9 existing bus lanes to peak period bus lanes -- excuse
10 me. Convert the existing curb lanes to peak period bus
11 lanes.

12 In the County of Los Angeles, which is from
13 Sepulveda to Federal, there is two things we're doing
14 here. There's a left-turn pocket as you are going

15 eastbound on Wilshire wanting to turn northbound on
16 Sepulveda, you're underneath the freeway basically
17 there.

18 It's a very short turn pocket, and in the peak
19 periods, the cars fill up that left-turn pocket and back
20 out into the thru-lane to Wilshire Boulevard blocking
21 the thru-lane, at least one of the thru-lanes on
22 Wilshire Boulevard, so that it restricts the traffic
23 flow through that area.

24 It's a very short left-turn pocket. I think
25 130 feet. We're going to extend that by adding about

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1 another 450 to 500 feet, so that all cars would then sit
2 in the left-turn pocket and not block any thru traffic
3 on Wilshire Boulevard.

4 And from Barrington all the way to Bonsall, we
5 would widen Wilshire between Barrington and Federal, and

6 widen Wilshire between Federal and Bonsall, and add an
7 eastbound bus lane, and then we would be re-striping all
8 of Wilshire and moving the lanes north a little bit.
9 And then from Barrington to Centinela, convert the
10 existing curb lanes to bus lanes.

11 The alternative or one of the alternatives is
12 to -- which we call "The Truncated Project," is to
13 eliminate the bus lanes from Valencia and South Parkview
14 Street.

15 What that means is eliminate the bus lane
16 project the last seven-tenths of a mile on the eastern
17 end of the project.

18 Also, eliminate the bus lane from approximately
19 300 feet east of Veteran. That's about mid block
20 between, I think, maybe Galey and Veteran, but 300 feet
21 east of Veteran to the 405 Freeway.

22 And the reason for that is because the curb
23 lanes in both directions are on -- basically, they are on
24 an offramp for the 405 Freeway, so we didn't want
25 another bus lane competing with on and offramps to the

1 405 Freeway.

2 So we're proposing to eliminate the bus lane
3 from the 405 to 300 feet east of Veteran. Retain the
4 jut-outs between Malcolm and Comstock. That is, leave
5 it basically -- not basically, but exactly as it is
6 today. Not touch the jut-outs. That would leave the
7 parking in that area.

8 And I should have mentioned earlier, that if we
9 remove the jut-outs, we would be removing a little over
10 80 parking spaces.

11 In Alternative A, if we retain the jut-outs, we
12 would not be touching the parking or the trees or the
13 grass or anything else in that area. It would be left
14 exactly as it is today.

15 Then the federal government has allowed us to
16 take that money, that we would have spent otherwise, to
17 remove those jut-outs and reconstruct additional
18 portions of the curb lanes from Fairfax to Beverly Hills
19 city limit. And from the western boundary of

20 Beverly Hills to Westholme.

21 So there has to be reconstruction of the curb
22 lanes in those areas because they are in very bad
23 condition and that practically doubles the amount of
24 curb lane that would be reconstructed with this
25 alternative remodeled curb lane. It would double to

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1 about five miles of reconstruction.

2 So the map version is from Parkview to Valencia,
3 no more bus lane. Convert the existing bus lanes to --
4 convert the existing curb lanes to bus lanes to Western,
5 and as opposed to last time reconstructing most of
6 Western to Fairfax, now we will reconstruct from Western
7 all the way up to Beverly Hills city limit.

8 Then, as opposed to just converting bus lanes
9 on the Western side of Beverly Hills, now we're going to
10 be reconstructing the curb lanes from Beverly Hills all

11 the way to Westholme, and if you have driven in any of
12 these areas in here or anywhere along here, you would
13 know why we would want to be reconstructing the bus
14 lanes.

15 And I must say that -- and we'll talk more
16 about this in a second, but this project is for peak
17 period bus lanes only. So the rest of the day,
18 approximately about 18 hours a day, these curb lanes are
19 going to be open to thru traffic, so it would add a lot
20 more capacity for traffic -- or excuse me, automobiles
21 in the off-peak periods because more people would then
22 be able to travel in those curb lanes because we would
23 completely improve the conditions at those curb lanes.

24 From the rest of the project, from Westholme to
25 Centinela, is exactly the same as in the proposed

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1 project that we just mentioned earlier.

2 Bus lanes are in operation only weekdays and
3 only during those peak periods. They can be used by
4 right-turning traffic and bicycles at any time.

5 Buses will be allowed to pass when necessary --
6 as opposed to today when buses are in different lanes.
7 In fact, we encourage the Metro Rapid Buses to stay out
8 of the curb lane because they are always passing the
9 local buses. So the local buses basically stay in the
10 curb lane and the Metro Rapid and the 920 stay in the
11 other lanes. So you have buses in different lanes.

12 And then the alternative with the bus lane, the
13 buses will stay in the curb lane. The traffic stays in
14 the traffic lanes, except when the buses need to pass
15 one another.

16 Then we developed what we're calling, "Special
17 Measures" to ease the transition of the bus lanes as
18 they approach Beverly Hills on both sides. We did not
19 take the bus lanes right up to the Beverly Hills city
20 limit. We stopped the bus lanes short at the Beverly
21 Hills city limit, so the two traffic lanes and the bus
22 lane can merge into three traffic lanes, which is what
23 you have in Beverly Hills in both directions as you're
24 approaching Beverly Hills on both sides.

25 So a few details. A summary of the Draft

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1 EIR/EA. There are a lot of categories that we have to
2 study as part of an environmental document, and we found
3 that these categories have no impact.

4 There are categories that have no impact. Less
5 than a significant impact. Less than significant impact
6 with mitigation, and then have significant impact. We
7 will go through all of those.

8 These categories, "Aesthetics," "Agricultural
9 Resources," "Biological Resources," "Geology & Soils,"
10 "Hazardous Materials," "Hydrology," "Water Quality,"
11 "Mineral Resources," "Population & Housing," "Public
12 Services," "Recreation & Utilities," we found will have
13 no impact as a result of this project.

14 Categories that will have less than significant
15 impacts would be the "Air Quality," and that is during

16 the operation of the project. Plus, "Cultural
17 Resources," "Land Use," "Noise," "Circulation," and
18 "Parking."

19 But then there is another category, "Less than
20 significant impact only with mitigations."

21 That would be the aesthetics. The mitigation
22 here in this case is not removing those jut-outs. If we
23 leave the trees and everything else that's out there
24 today, there would be no more studying impact.

25 "Air quality." During construction we have a

23

1 set of mitigations that we're asking the City and the
2 County to follow, I suppose. We're going to go over
3 those in a second. And if everybody does, those would
4 be the mitigations for the air quality issue during
5 construction.

6 And "Biological Resources," which means the

7 nesting of birds. The idea here is that the
8 mitigation -- as birds are going to nest in the trees,
9 if we leave the trees as opposed to taking them out when
10 we remove the jut-outs, there would be no issue with the
11 nesting of birds, and that would be a mitigation for the
12 biological resources, and we'll talk about that in just
13 a second as well.

14 And then the one category that has significant
15 impact is "Traffic," and we'll talk about that.

16 So the air quality construction mitigation that
17 the City and the County would be using during this
18 project are to minimize, re-use, and recycle
19 construction-related waste.

20 Minimize grading, earth moving, and other
21 energy-intensive construction practices. Where
22 possible, replace trees or landscaping. And where
23 possible, use alternative fuel instead of diesel powered
24 generators.

25 With respect to noise, the mitigations during

1 construction, where possible, use noise-reducing
2 features on construction equipment.

3 Where possible, use electrically powered
4 equipment instead of pneumatic or internal combustion
5 powered equipment.

6 Use noise producing signals for safety warning
7 purposes only, and no project-related public address
8 system or music system shall be audible at any adjacent
9 receptor. And the City and County have all agreed to
10 all of this.

11 With aesthetics, where possible, preserve the
12 trees within the existing jut-outs or relocate and
13 incorporate them into the landscape plan where space
14 permits, but that only applies to the proposed project.
15 It does not apply to the project alternative because we
16 would not be removing the jut-outs.

17 Biological resources. Net trees, that means
18 putting a net on the trees to be removed prior to the
19 typical breeding/nesting season for the birds to prevent
20 birds from inhabiting the trees prior to tree removal

21 and construction.

22 And, again, that would only be necessary with
23 the proposed project and not with project Alternative A,
24 because with project Alternative A, we're not removing
25 the jut-outs or the trees or the shrubs or anything

25

1 else.

2 The traffic study. This is where we have
3 impacts. The intersections that we study and, again,
4 this is the project. This is from project Alternative A,
5 from Parkview, Beverly Hills, Santa Monica, 405 Freeway,
6 10 Freeway, we looked at 74 intersections throughout
7 the west side to evaluate whether or not there would
8 be impacts, meaning would cars that no longer take
9 Wilshire Boulevard because of the bus lane, would those
10 cars go to any of these other intersections, parallel
11 streets, perpendicular streets, and add to this

12 congestion in those intersections.

13 So we looked at 74 intersections to see if that
14 would happen, and of the 74 intersections for the
15 proposed project in Alternative A, we found that 53 of
16 the 74 would have no impact. And this was done with
17 modeling that the City and Metro have all agreed on a
18 long time ago. Well over a year ago.

19 And as a result of that modeling, we found that
20 there would be no impact at 53 or 55 intersections, but
21 21 intersections would have those impacts. Twelve we
22 can only mitigate. And we'll talk about those 12 and
23 those 10. Five we can partially mitigate, and four we
24 cannot mitigate at all. So there would be significant
25 impacts at four of the intersections for each proposed

26

1 project and project Alternative A.

2 What we did, the mitigations that we are

3 proposing in general, is installation of upgraded
4 traffic signals. So to allow projected left-turns or
5 additional turn lanes. We're going to talk about that
6 specifically by intersection.

7 We targeted widening to create turn lanes and
8 installation of new hardware for improved real-time
9 adjustment of traffic signals. The City of Los Angeles
10 has software that allows the signals to adjust in terms
11 of real-time, if, for example, the intersection during
12 the peak period is given a little bit more green time in
13 the east/west direction, and then several hours later
14 there needs to be more green time to the north/south,
15 those signals adjust in real-time and allow that to
16 happen.

17 It's very innovative, I must add. Thank you,
18 City of Los Angeles.

19 So the intersections that I mentioned earlier,
20 I'm going to talk about those 12 and those 10 right now
21 that we're going to fully mitigate.

22 The 12 and the 10 -- and there's another slide
23 that adds up to the 12 and the 10 after this. For those
24 intersections that you see here, basically what we're
25 proposing, in fact, for all of these we're proposing to

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1 change the existing signalization from what is called
2 "permitted only" to "protected and permitted," and that
3 means that right now if you approach an intersection and
4 you wanted to turn left, there would be a green ball and
5 it would allow you to turn left if it's safe. That's
6 permitted.

7 But what we're trying to do or proposing to do
8 is add a protected and a permitted phase, which means
9 that in addition to the green ball, there would be a
10 green arrow, and the green arrow would turn on first,
11 everybody would turn left that needs to turn left, and
12 then the green arrow would turn to a green ball and more
13 cars could turn left, but only if it's safe to do so.

14 And that allows us to mitigate the additional
15 impacts that were created by the bus lanes on Wilshire
16 Boulevard at these intersections, Barrington and

17 Wilshire, Beverly Glen and Olympic, Sepulveda and Pico,
18 Highland and 3rd, Alvarado and 6th, Highland and
19 Wilshire, La Brea and Olympic, and Highland and Olympic.

20 For the remaining intersections that add up to,
21 as I previously indicated, 12 and 10, at Veteran and
22 Wilshire in the proposed project we would eliminate the
23 bus lane from Sepulveda to mid-block between Veteran and
24 Galey.

25 That's the same exact issue I was mentioning

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1 earlier with the Alternative A where we were reducing
2 the length of the bus lanes right at the 405 Freeway.
3 That's what this is. It's in words, but it is at
4 three-tenths of a mile that we would reduce the bus lane
5 just west of the 405 Freeway, meaning Sepulveda to
6 300 feet east of Veteran, which is mid-block between
7 Veteran and Galey.

8 So because we're already doing that in
9 Alternative A, we're proposing to also do that in the
10 proposed project to mitigate the traffic impact at
11 Veteran and Wilshire.

12 At Beverly Glen and Wilshire, we'll be adding
13 a northbound and right-turn lane. Westwood and
14 Santa Monica add a southbound left-turn lane. Bundy and
15 Olympic, a southbound left-turn lane. And Fairfax and
16 Crenshaw on Olympic, we would be adding that adaptive
17 traffic control system that I mentioned earlier that
18 changes during the day and adapts to the changes in
19 demand or traffic demand at any time during the day.

20 There are five intersections that I mentioned
21 earlier. Of those 12, you might recall that I mentioned
22 five that are partially mitigating.

23 This is important because none of these
24 mitigations fully mitigate these intersections, but the
25 federal government has allowed us to use the money from

1 this project to partially mitigate these as much as we
2 can, and we were just trying to do as much mitigation as
3 possible as part of this project.

4 So we're proposing to upgrade the vehicle
5 detection at Bundy and Wilshire, add traffic signal
6 controllers, new upgraded traffic signal controllers, at
7 Veteran and Santa Monica, Western and Olympic, Fairfax
8 and Wilshire, and upgrade the vehicle detection at
9 La Brea and Wilshire.

10 And that would allow us to partially mitigate
11 up to 10 percent of that intersection, or 93, 60, or 20
12 or 51, up to, let me give you the range here, not a
13 hundred percent, but it would help. And, again, the
14 federal government is allowing us to do that.

15 Then there are four intersections, these four
16 and those four, that we are not able to mitigate at all,
17 and they are left as significantly impacted
18 intersections.

19 So where are we? The project schedule. We are
20 here in -- this is the June/July timeframe. The Draft
21 EIR/EA has been sent out for public review, and that's

22 what Jody was talking about earlier, to the libraries
23 and every place else, and we're holding four public
24 hearings, this is the fourth out at the four, during
25 this time period, and we're collecting everybody's

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1 comments.

2 And when we receive at the end of this period,
3 which is July 26th, we will take everybody's comments
4 and incorporate them into the Draft EIR/EA, and create a
5 Final EIR/EA.

6 Then we send the Final EIR/EA to the federal
7 government for review. And the federal government
8 reviews all of the comments, and then reviews all of our
9 responses, and makes sure that our responses are
10 adequate. If they are not, the federal government calls
11 us up or sends it back and says, "Please fix this. We
12 need a better response."

13 So the federal government is very tuned into
14 the comments as well as our responses, and wants to see
15 absolutely adequate responses to everybody's comments.

16 So it's important; that is why we're taking a
17 month here, to incorporate the public comments and
18 upgrade the Final EIR/EA, and then, and only then, if
19 the federal government is satisfied with our responses,
20 the federal government will issue the findings of the
21 impact.

22 At that point we could start construction, but
23 the EIR/EA still needs to go to Metro, and we're
24 scheduled in October for approval, and then it has to go
25 to the City of Los Angeles and the County of Los Angeles

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1 for approval, and that is scheduled in November, and if
2 all three agencies approve the Draft EIR/EA, plus the
3 federal government, we could start construction as early

4 as December this year.

5 So with that, I'll turn it back to Jody.

6 MS. LITVAK: Thank you. All right. This is
7 the same chart you see over here. If you want to
8 comment officially on the record during the comment
9 period for the Draft EIR/EA, we're going to give you a
10 chance in just a moment to speak to us verbally, and we
11 limit those to two minutes.

12 Our court reporter here is going to be
13 recording those. You can send in your written comments
14 using the form I showed you earlier or by any other
15 piece of paper you choose. You can mail them to
16 Martha Butler, who is standing in the back, at
17 1 Gateway Plaza, Los Angeles, California 90012.

18 If you walk out of here and you don't bring the
19 thing with you with the address and you don't remember
20 that, if you remember Wilshire BRT Metro, 1 Gateway
21 Plaza, 90012, it would get to us.

22 You can E-mail us at Wilshirebrt@metro.net.
23 You can go to our website, metro.net/Wilshire, and
24 just get us your comments in electronically or get them
25 in the mail and postmarked by July 26th.

32

1 We're now going to turn it over to you. Ginny
2 is going to come up and be the timekeeper. Come up to
3 the microphone, say your name, and we'll start the
4 countdown. Lean real close to the microphone. Don't be
5 afraid of it.

6 If you start talking and the microphone is
7 standing there and you start moving your head around,
8 you lose half of what you want to say and you're here to
9 tell us what you want to say.

10 First up is Jay Handal. After Jay is going to
11 be Donald Kronos. And the other reason I want you to
12 state your name before you start and so that I can get
13 it on the record is because if I mangle your name, we
14 want to get it right. And I apologize for that.

15 MR. HANDAL: Good evening. My name is
16 Jay Handal. I'm the Chair of the West L.A. Neighborhood
17 Council. Thank you for coming out into our district for

18 this meeting.

19 A couple of comments for the record.

20 Number 1, having reviewed the intersections that
21 were studied, I believe that whatever you are putting
22 together now is already flawed because you have not
23 looked at any intersections from the 405 west and CP-11
24 (phonetic) on Sunset Boulevard.

25 When you guys did your six month test that

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1 lasted 33 months, our area was highly, highly impacted
2 on Sunset Boulevard. Only now that we're tearing down
3 the bridge have we finally got people back down to
4 Wilshire Boulevard, and we're going to kick them back
5 out again.

6 And so I think immediately the first thing you
7 need to recognize is that there is a problem with what
8 has been studied as far as the intersections.

9 As far as the Wilshire bus lane -- and, again,
10 after seeing that test over 33 months, it became very
11 evident that what you were doing is you were trying to
12 accommodate five percent of the commuters and 33 percent
13 of the lanes.

14 Now, what I heard here today about the BRT
15 using a second lane, and I have seen it, tells me that
16 you're not only taking up one full lane, you're taking
17 up partially a second lane.

18 I had a constituent talk to me the other night
19 and he said he talked to someone at Metro and asked him
20 what the delay in time was for the commuting traffic,
21 and everyone was told nobody knew.

22 That information needs to be made public,
23 because if I remember, it was over two minutes for the
24 car commuter in the delay when there was a bus lane on
25 Wilshire Boulevard.

2

1 Also, there's approximately eight buses to ten
2 buses a minutes that run, I think -- no, an hour, that
3 run down the bus lane as of the last time we had it.

4 So all of the rest of the time you're
5 inconveniencing every other commuter and keeping them
6 stuck in the district because you're trying to
7 accommodate people on the buses. For the federal
8 government, this is a bad project.

9 For the state and city, this is still a bad
10 project and it makes no sense. As far as I'm concerned,
11 you need an Alternative D. No plan at all or move it out
12 of our district.

13 MS. LITVAK: Okay. Donald Kronos, come on up.
14 After Mr. Kronos is Hilary Norton.

15 MR. KRONOS: I'm Donald Kronos. I'm kind of
16 new here. I moved into Los Angeles back in February.
17 I'm actually living half a block off of Wilshire
18 Boulevard, so I have a pretty good idea what this is all
19 about, and, actually, I took the 720 most of the way
20 here. I use public transportation.

21 So at any rate, I was kind of happy to hear
22 that they are going to allow right-hand turns in the new

3

4

23 lanes in the supposedly bus only lanes. I was a little
24 worried when I saw bus only because, you know, there
25 have been other areas where I have seen they tried to do

4

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1 something that was literally bus only and the buses keep
2 getting cut off there by people turning right.

3 I would like to see a little more detail about
4 that. I'm curious how they are going to do it. I think
5 it would be important to look at other areas that have
6 already done the right turn only except for buses. It's
7 been done in quite a few areas, and so we'll see what's
8 worked and what hasn't worked.

4

9 My suggestion off the top of my head and based
10 on what we looked at would be the first third of the
11 block just ordinary traffic flow. On each new block
12 after an intersection the first third of the block
13 ordinary traffic flow, but the middle third of the block

14 would be sort of a merged lane for people to get out of
15 the right-hand lane and not turn right, and then the
16 last third would be right hand only except for buses.

17 And where possible, put the bus stop after the
18 intersection so the buses aren't stopping before the
19 right-hand turn lane, so people aren't stuck behind them
20 waiting to turn right and the bus can get across where
21 nobody else should be in the first place anyway unless
22 they are actually coming around the corner turning right
23 to get on to that street, in which case they can wait
24 for the bus.

25 Like I said, it has been done in other areas.

4

36

1 I have seen it.

2 Another thing, the upgraded traffic signals,
3 I'm not sure exactly what they have in mind, but I have
4 seen in other areas --

4

5 MS. LITVAK: I'm going to need you to wrap it
6 up, Donald.

7 MR. KRONOS: Okay. I'd like to see those
8 areas where the traffic signals are sensitive to the bus
9 coming, and allow the bus to get a green light a lot
10 more frequently that way. So things like that can be
11 looked into as well. If somebody wants to talk to me
12 about that later, feel free.

4

13 MS. LITVAK: Thank you so much.

14 Hilary Norton. After that is Matthew Hetz.

15 MS. NORTON: Hi. My name is Hilary Norton.
16 I'm the Executive Director of FAST, and we're here to
17 support this effort because, frankly, this is a heavily
18 traveled commute lane.

19 At Wilshire, the repaving is going to be so
20 crucial for all commuters, frankly, to have a safer
21 Wilshire Boulevard, a faster Wilshire Boulevard.

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22 In fact, with FAST, our interns came from UCLA
23 and took the bus every single time and, in fact, they
24 were three hours late many times because the buses were
25 so full, and they just need a faster route.

5

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16 MS. LITVAK: Okay. Matthew Hetz, come on up.

17 MR. HETZ: Hi. I'm Matthew Hetz, a transit

18 rider. I support the project, despite some opposition

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19 about it not working and having only buses during
20 certain hours.

21 Those are commuters hours. The rest of the day
22 would be limited traffic, so I see no problem with that.

23 The problems that I have with the Rapid Bus
24 currently is that they are safe buses. The doors open
25 outward and the high curbs prevent the buses from moving

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1 close to the curb, so if you step off the curb onto the
2 bus -- and I carry a -- I pull a bag, so I have to take
3 it up and off the curbs, so the curbs need to be
4 reconfigured or the buses need to be reconfigured.

5 Secondly, the shelters are totally inadequate
6 for rain. They look nice, but rain will go sideways in
7 the wind. There is no side coverings for the rapid
8 buses.

6

9 If you want to attract riders -- I think the

10 ultimate goal of this is you need to make it better for
11 riders. So one of the biggest problems is protection
12 from the elements. As I said, rain goes sideways. The
13 sun, it's very hot and so forth.

6

14 So the project is great. I support it. But it
15 needs, I think, a bit more input from riders on what we
16 have to go through to ride in the system. Thank you.

17 MS. LITVAK: Thank you, very much.

18 Are there any other speakers for tonight?

19 I do want to let you know that we actually had
20 a lot of turnout in the other three hearings, so don't
21 feel rejected like this is all they are.

22 I do want to remind you to please turn in your
23 written comment forms tonight or get comments into us by
24 U.S. Mail or electronically by July 26th, they all
25 count, and with that, I'm going to do things a little

1 out of order tonight. We're going to end the public
2 hearing, and we can go off the record.

3 (Proceedings concluded at 7:20 p.m.)

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PUBLIC HEARING NO. 4
June 30, 2010 - Felicia Mahood Center

Response to Comment No. PH4-1

Please refer to Master Response No. 1 for an explanation of how study intersections on these streets were identified.

Response to Comment No. PH4-2

Please refer to Master Response No. 2 concerning how lane utilization was determined and Master Response No. 4 regarding the differences between the proposed project and the Bus Lane Demonstration Project.

Response to Comment No. PH4-3

The commenter's opposition to the proposed project has been noted.

Bus lanes are a key component of Bus Rapid Transit and are strongly supported by the Federal Transit Administration (FTA).

Response to Comment No. PH4-4

This commenter supports the proposed project; the comment has been noted and will be forwarded to the decision makers for their consideration.

LADOT and LACMTA jointly implemented a Transit Priority System (TPS) along Wilshire Boulevard within the project area. The system provides real-time monitoring capability of Metro Rapid buses as they travel along their designated routes and actively monitors and adjusts traffic signals along the routes to provide traffic signal priority to the buses, which has led to significant improvement in bus travel time.

Response to Comment No. PH4-5

This commenter supports the proposed project; the comments have been noted and will be forwarded to the decision makers for their review and consideration.

LACMTA and the City of Los Angeles are willing to evaluate the use of the bus lanes by other privately operated buses that promote reduced car congestion and high-occupant travel on Wilshire Boulevard.

Response to Comment No. PH4-6

The suggestions regarding bus specifications and bus loading and unloading features have been noted. LACMTA is aware of the problem with the front door getting hung up at curbs that are 9 inches or higher. To address this problem, operators must pull into those bus zones at least 18 inches away from the curb. LACMTA understands that this is not an ideal situation and apologizes for any inconvenience. LACMTA also makes every effort to

establish stops where both doors open onto solid curb. Unfortunately, this is impossible to do in every case.

The commenter is encouraged to contact a Metro Passenger Relations Representative at (213) 922-6235 or (800) 464-2111 or by e-mail at customerRelations@metro.net for questions/suggestions regarding the current bus service.

Form Petitions in Opposition of the Proposed Project

The following petitions to oppose the proposed project have been submitted. Please refer to Master Response Nos. 1 through 18 in Chapter 3 of the Revised Final EIR/EA for responses addressing these comments.

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1805

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Lydie #1805 - 10445 Wilshire

Address: #1805 - 10445 Wilshire

City, Zip: LATCA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: ALLAN AFRICK

Address: 10560 Wilshire Blvd # 1202

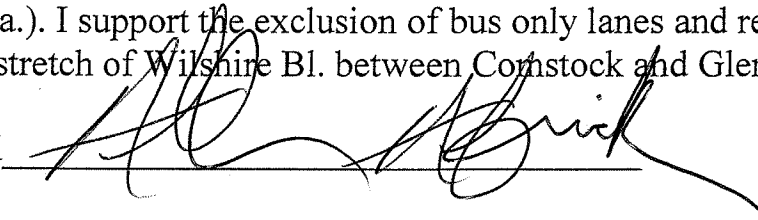
City, Zip: Los Angeles, CA 90024

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Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: FRANCISCO AGUIRRE
 Address: 10701 Wilshire Boulevard, Unit # 704
Los Angeles, CA 90024

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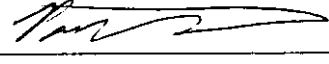
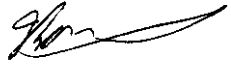
The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Francisco Aguirre

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" "in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: PAYAM AHDOOT Sign 
NAZILA AHDOOT
 Address: 10490 Wilshire Blvd Apt 1205 
 City, Zip: Los Angeles, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____

Printed Name: _____

Address: _____

City, Zip: _____

Mohamed

Mohamed Ahmed

10350 Wilshire Blvd

LA CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Mahin Akhavan

Address: 10701 Wilshire Boulevard, Unit # 304
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

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Signed Mahin Akhavan

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: _____

Address: _____

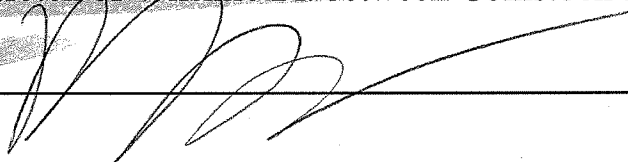
10701 Wilshire Boulevard, Unit # 304
Los Angeles, CA 90024

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Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Lois and Buzz Aldrin

Printed Name:

LOIS and BUZZ ALDRIN

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____

Heila Amin

Printed Name: _____

Heila Amin

Address: _____

10350 WILSHIRE #1603

City, Zip: _____

LOS ANGELES CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

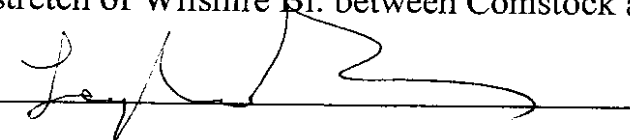
Printed Name: Leyli Aminian
 Address: 10445 Wilshire Blvd # 506
 City, Zip: Los Angeles, Ca. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



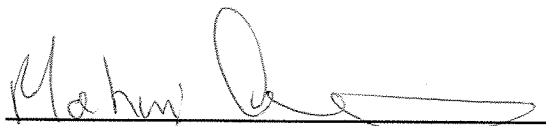
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

MAHIN AMIRIAN

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Sohaila Amirian

Printed Name:

SOHAILA AMIRIAN

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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Signed: _____

Printed Name: _____

Address: _____

City, Zip: _____

Azar Ardebluchi

AZAR ARDEBLUCHI

10350 Wilshire Blvd. #501

Los Angeles, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: FRANCES M ARNOLD
 Address: 10445 WILSHIRE BLVD #505
 City, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed Frances M Arnold

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: MARTIN ARNSTEIN

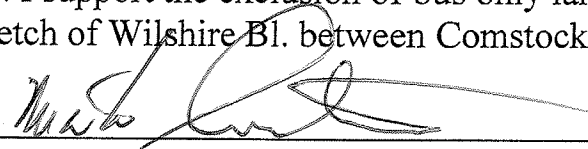
Address: 10560 Wilshire Blvd # 1006

City, Zip: Los Angeles, CA 90024

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Signed 

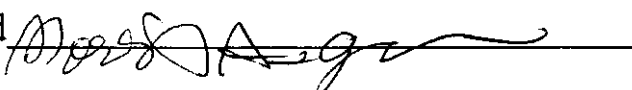
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: MORRIS and FAYE ASGAR
 Address: 10660 WILSHIRE BLVD X 304
 City, Zip: LA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed 

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

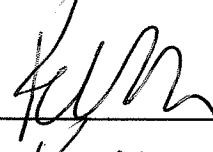

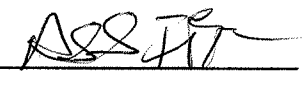

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impact on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Company: _____

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: EDGAR R. D'STURIANS

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR


Printed Name: Hassan/Flora Azarba
 Address: 10666 Wilshire Blvd Apt 905
 City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____



605
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

1101

Printed Name: William Barber
Address: 10445 Wilshire Blvd. #605
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Dr. Barkhordarian

Address: 10445 Wilshire Blvd #1203

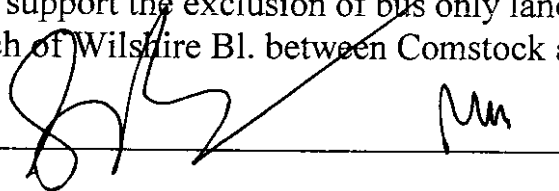
City, Zip: Los Angeles, CA 90024

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Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

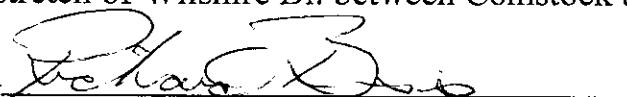
Printed Name: Richard Basis
 Address: 10445 Wilshire Blvd. 911
 City, Zip: LA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: ⁽¹²⁾ HARRIET BECK Sign Harriet Beck

Address: 10490 Wilshire Blvd. Unit 2303

City, Zip: Los Angeles, Ca 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address:

EMIL BENJAMIN

10701 Wilshire Boulevard, Unit # 1206
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

E.B.

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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Signed:

Phyllis Barker

Printed Name:

Phyllis BARKER

Address:

10350 WILSHIRE BLVD

City, Zip:

LA, CA 90024

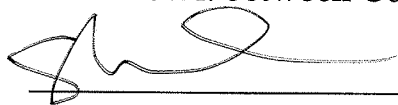
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____



Printed Name: SHELI BEN-NER

Address: 10350 WILSHIRE BLVD # 904

City, Zip: LA, 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave, for the following reasons.

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- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: Mr. Mrs. Y. Ben-Ner Sign: Roy Ben-Ner
 Address: 10490 Wilshire Blvd. #1804 LA. CA
 City, Zip: 90024 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

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Print Name: YOHANNAN BEN-NER

Sign y Ben-Ner

Address: 60490 WILSHIRE BLVD, #1804

City, Zip: L.A CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

ARASH BERAL

Address:

10701 Wilshire Boulevard, Unit # 1105
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juitouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed

Arash Beral

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

DR. VICTORIA BERCK

Address:

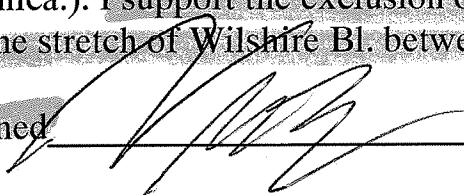
10701 Wilshire Boulevard, Unit # 1006
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed:

Richard Berman

Printed Name:

Richard Berman

Address:

10350 Wilshire Blvd. #201

City, Zip:

Los Angeles, CA 90024

*We are out of your mind
do it where you live*

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address:

MARLENE J. BERTMAN
10701 Wilshire Boulevard, Unit # 805
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juitouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Increased noise and vibration impacts will occur from buses running closer to residential structures.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juitouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

MARLENE J. BERTMAN
7/16/10

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

1116

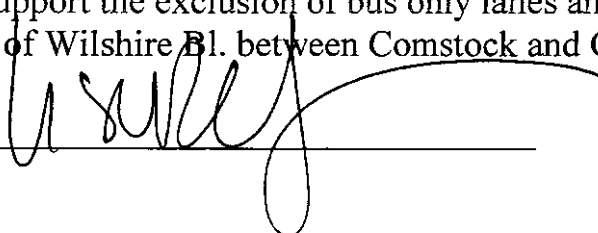
Printed Name: Mrs Lisa Birk
Address: 10445 Wilshire Blvd #1204
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Tom Burt
 Address: 10445 Wilshire Blvd : #1204
 City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juitouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juitouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

Tom Burt

W. H. Burt

7/15/2010

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: IRIS Birman

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: ...X *Marcia Bloom*

Address: 10724 Wilshire Blvd. Unit # *207*

City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juitouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juitouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed X *Marcia Bloom*

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed:

Stephen D. Bloomberg

Printed Name:

STEPHEN D. BLOOMBERG

Address:

10350 WILSHIRE BLVD #1902

City, Zip:

LOS ANGELES, CA 90024

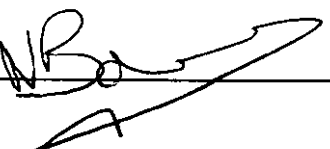
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: N.J. Bailes
 Address: 10662 Wilshire Bl. 807
 City, Zip: L.A. CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed  _____

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Robert Bral

Address: 10560 Wilshire Blvd # 1302

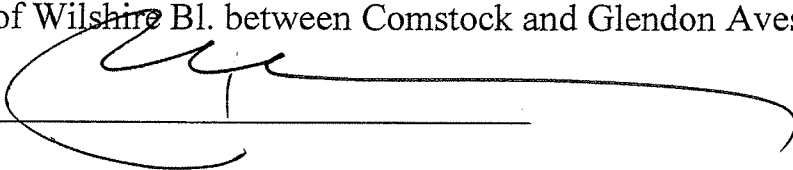
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Amarveer Brar
 Address: 10701 Wilshire Boulevard, Unit # 1003
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed 

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Nora S. Braun

Address: 10560 Wilshire Blvd # 1504

City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Nm S. Braun

Wilshire Bus Rapid Transit (BRT) DEIR Input

Name (please print): SANDY BROWN

Address: 10350 WILSHIRE BLVD

City, Zip: LA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus-only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon along the residential mile.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential highrises.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- With 2 lanes eliminated during AM and PM rush hours, two of the three bus lines (720 & 920) will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A & B all have stretches of Wilshire which do NOT include bus-only lanes. I support the exclusion of bus-only lanes on the stretch of Wilshire between Comstock and Glendon.

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impact on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Ty Brown

Printed Name: _____

Ty Brown

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

Printed Name: W. J. Brown

Address: 10445 Wilshire Blvd. Unit 301

City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Louis BURG

Address: 10560 Wilshire Blvd # 1102

City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Louis Burg

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address:

City, Zip:

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10060 WILSHIRE BLVD. #4

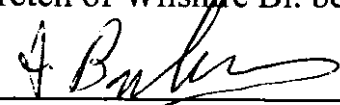
City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____

Barbara Gurns

Printed Name: _____

Barbara Gurns

Address: _____

10350 Wilshire Blvd PH 4

City, Zip: _____

Los Angeles, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Edwin M. Cobian

Printed Name: _____

Edwin M. Cobian

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: ROGER CAMMAS

Address: 10701 Wilshire Boulevard, Unit # 502
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Roger Cammas

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impact on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: J. Casey

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: ⁽⁴⁸⁾ Lucille F. Cayton

Sign: Lucille F. Cayton

Address: 10490 Wilshire Bl #1902

City, Zip: Los Angeles 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impact on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Roberto Cerna G.

Printed Name:

Roberto Cerna

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024



Wilshire Bus Rapid Transit (BRT) DEIR Input

Name : Belmont Village Westwood, LP

Address: 10475 Wilshire Blvd

City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus-only lanes in Westwood from Comstock Ave. to Glendon Ave.

I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon along the residential mile.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential high-rises.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- With 2 lanes eliminated during AM and PM rush hours, two of the three bus lines (720 & 920) will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A & B all have stretches of Wilshire which do NOT include bus-only lanes. I support the exclusion of bus-only lanes on the stretch of Wilshire between Comstock and Glendon.

Sincerely,

Paul D. Chapman
Executive Vice President

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

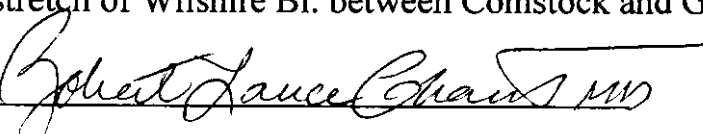
Printed Name: ROBERT L. CHARET, MD
 Address: 10660 WILSHIRE BLVD #805
 City, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

 Robert L. Charet, MD

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impact on quality of life and air quality, and will decrease natural barriers to traffic noise.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: JOSE F CHAVEZ

Printed Name: JOSE F CHAVEZ

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

MARILYN CHURCH KORMACK

Printed Name:

MARILYN CHURCH KORMACK

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

1/21/2010

APT. # 1001

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

1141

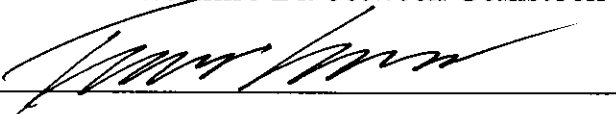
Printed Name: SHAHRAM TED COHANIM
Address: 10445 WILSHIRE BLVD # 906
City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



Printed Name:

Amber Cohen

Address:

10445 Wilshire Blvd. #703

City, Zip:

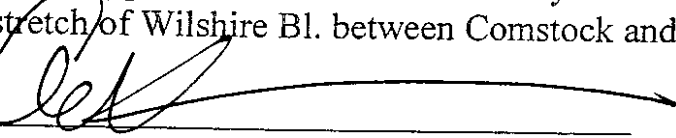
LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Arthur & Tanya Cohen
 Address: 10701 Wilshire Boulevard, Unit # 804
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Arthur Cohen, Tanya Cohen



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Printed Name:

LORENZO COS

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- The only improvement this segment of Wilshire needs is resurfacing.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: Craig D. Crockwen

Printed Name: CRAIG D. CROCKWEN

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: _____

Address: _____

10701 Wilshire Boulevard, Unit # 701
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juitouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juitouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

(49)
Print Name: ELEANOR DAHL

Sign Eleanor Dahl

Address: 10490 Wilshire Bl. #1902

City, Zip: Los Angeles CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 15660 WILSHIRE BLVD. #605

City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed DANESHRAAD

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: _____

Sign _____

Address: _____

City, Zip: _____

Bartman

10499

Wilshire

90074

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: DAVAMI

Address: 10600 WILSHIRE BLVD UNIT 405

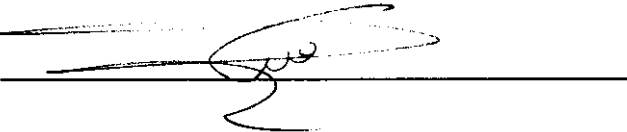
City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: DAVIDOFF
 Address: 10660 WILSHIRE BLVD
 City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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Signed Bahar Davaroff

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: *Mr. & Mrs. Symeon Davis*
 Address: *10660 Wilshire Blvd*
 City, Zip: *Los Angeles, CA 90024*

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed *Mr. & Mrs. Davis*

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____

Printed Name: _____

Address: _____

City, Zip: _____

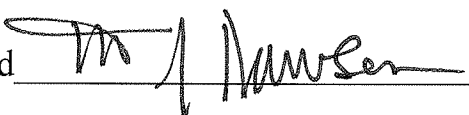
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: MITCHELL DAWSON
 Address: 10350 WILSHIRE BLVD. #404
 City, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed  _____

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Dr. Joan L. Denson
 Address: 10701 Wilshire Boulevard, Unit #1006
 Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Dr. Joan L. Denson

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: BETTY DRUCKMAN

Address: 10560 Wilshire Blvd # _____

City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" "in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Betty Druckman

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: CAROLYN DUBOW
 Address: 10660 WILSHIRE BLVD #1702
 City, Zip: L.A., CA. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
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- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Carolyn Dubow

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
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- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: ROBERT DWORMAN

Sign: Robert D. Dorman

Address: 10490 Wilshire Blvd 1604

City, Zip: Los Angeles, Ca. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

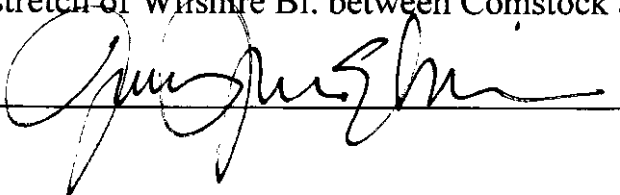
Printed Name: Janet Ebrahimian
 Address: 10660 Wilshire Blvd.
 City, Zip: LA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" "in no way diminishes the severity of the adverse impact.
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- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Ada Egrari
 Address: 10701 Wilshire Boulevard, Unit # M-3
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Ada Egrari

602
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

1162

Printed Name: DOROTHY FISHBEIN
Address: 10445 Wilshire Blvd # 602
City, Zip: Los Angeles Calif 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Dorothy Fishbein # 602

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: MARY El Neil Sandberg
 Address: 10445 Wilshire Blvd
 City, Zip: Los Angeles CA 90024

We do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Mary El Neil Sandberg

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

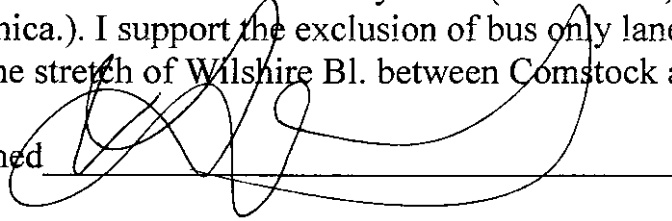
Printed Name: Jace Emani
 Address: 10445 Wilshire Blvd #1708
 City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Eduardo A. Escobar

Printed Name:

Eduardo Escobar

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

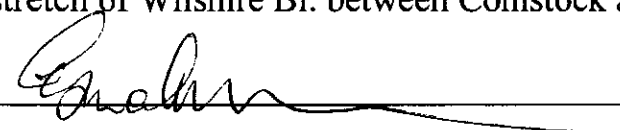
Printed Name: Dr. FAROQ ESMAIL, AN
 Address: 10660 WILSHIRE BLVD #610
 City, Zip: W. A. CA 190024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.


The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**


Signed: _____

Printed Name: _____

Company: _____







To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: ETAAT

Address: 10660 Wilshire Blvd. # 401

City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

Printed Name: Mrs. E. Etomad
Address: 10445 Wilshire Blvd #201
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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Signed

[Signature]

APT 201

[Signature]

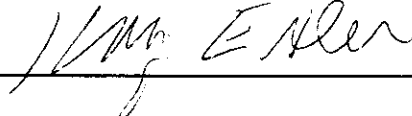
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: HARRY EXLER
 Address: 10660 WILSHIRE BLVD # 1001
 City, Zip: Los Angeles, CA, 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed 

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Phyllis Factor
 Address: 10445 Wilshire Blvd #1001
 City, Zip: LA Ca 90024

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Signed

Phyllis Factor

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: _____

Address: _____

Mahsa Fakiri
 10701 Wilshire Boulevard, Unit # 906
 Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed _____

Mahsa Fakiri

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10660 Wilshire Blvd

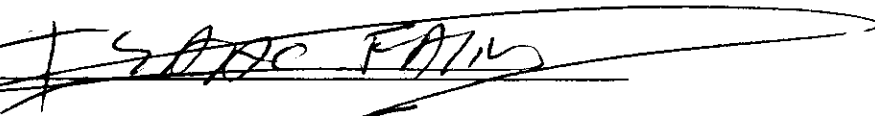
City, Zip: LA, CA 90024

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Signed


1206

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Shirley Familian

Printed Name:

Shirley Familian

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: *David and Parvin Farahi*
 Address: *10445 Wilshire Blvd. #2001*
 City, Zip: *Los Angeles, CA 90024*

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Signed *Tam Farahi*

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

1178

Printed Name: Pari Ford
Address: 10445 Wilshire Blvd: #805
City, Zip: Los Angeles, CA 90024

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Signed

Pari Ford 805

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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Signed:

Mary Jane Farrell

Printed Name:

MARY JANE FARRELL

Address:

10350 WILSHIRE BLVD, #1002

City, Zip:

LOS ANGELES, CALIF 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: **Dr. Farzan**

Address: **10445 Wilshire Blvd #1206**

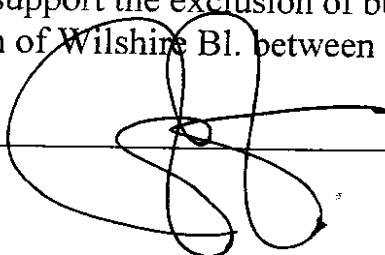
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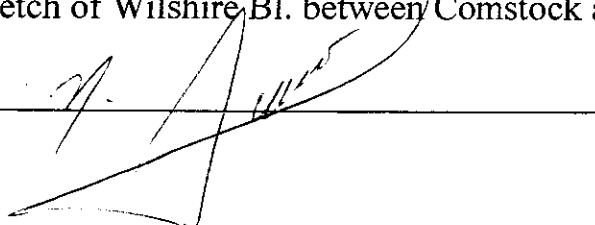
Printed Name: *MAHMOUD FATEEHI*
 Address: *10445 WILSHIRE BLVD #1102*
 City, Zip: *LA CA - 90024*

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Signed: _____

Printed Name: _____

Address: _____

City, Zip: _____

Harry Fingar

Harry Fingar

10350 Wilshire Blvd #1102

LA, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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Signed:

Robert J. Felixson

Printed Name:

Robert J. Felixson

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Jane H Felixson

Printed Name: _____

JANE H FELIXSON

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

1185

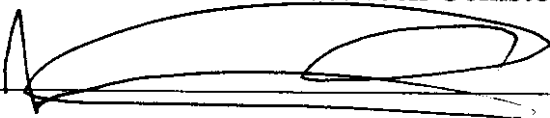
Printed Name: S. Ferdows
Address: 10445 Wilshire Blvd. # 1804
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juitouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juitouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

 # 1804

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: ^(B) Esther Faber Sign Esther Faber

Address: 12410 Wilshire Blvd # 1704

City, Zip: Los Angeles 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed:

Rachel Rae Finegood

Printed Name:

RACHEL RAE FINEGOOD

Address:

10350 WILSHIRE BLVD #803

City, Zip:

LOS ANGELES 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: H. Forouzan

Printed Name: Natania Forouzan

Address: 10350 Wilshire #1202

City, Zip: L.A. 90024

Name (please print): Jackie Freedman

Address: 10782 Weyborn Ave.

City, Zip: L.A. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus-only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon along the residential mile.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential highrises.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- With 2 lanes eliminated during AM and PM rush hours, two of the three bus lines (720 & 920) will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A & B all have stretches of Wilshire which do NOT include bus-only lanes. I support the exclusion of bus-only lanes on the stretch of Wilshire between Comstock and Glendon.

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____

Judi Friedlander

Printed Name: _____

JUDI FRIEDLANDER

Address: _____

10350 Wilshire Blvd #603

City, Zip: _____

Los Angeles Ca. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____

Printed Name: MARTIN S. FRIEDLANDER

Address: 10350 Wilshire Blvd #603

City, Zip: Los Angeles Ca. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Thyllis Fries

Address: 10560 Wilshire Blvd # 406

City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Thyllis Fries 7/19/10

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

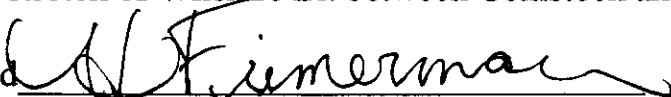
Printed Name: **HALEY FRIMERMAN**
 Address: **10668 WILSHIRE BLVD #1603**
 City, Zip: **LA, CA 90024**

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: *Gene Froelich*

Printed Name: GENE FROELICH

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Maxine Fredlich

Printed Name:

MAXINE FREDLICH

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: _____

Address: _____

KEVIN GAAOAT
10701 Wilshire Boulevard, Unit # 1004
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Increased noise and vibration impacts will occur from buses running closer to residential structures.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impact on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: INEZ R. GELFAND

Address: 10560 Wilshire Blvd # _____

City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Inez R. Gelfand

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Robin GERBER

Address:

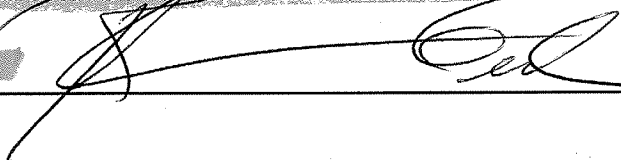
10701 Wilshire Boulevard, Unit # 1005
Los Angeles, CA 90024

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- An adverse impact on property values will occur.

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Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: E GHADI SHAH
 Address: 10660 Wilshire BL, # 1108
 City, Zip: L. A. CA 90024-4526

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed 

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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Signed:

Louise Gindworn

Printed Name:

Louise Gindworn

Address:

10350 Wilshire Blvd #901

City, Zip:

L.A. - 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

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- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: DORIS R. GIVEN Sign Doris R. Given

Address: 10490 Wilshire Bl.
apt. 2402

City, Zip: L.A., Ca. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

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The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: GLORIA GODELL Sign Gloria Godell

Address: 10490 WILSHIRE BL #1805
L.A.

City, Zip: 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: HEDAYAT GOLCHEH
 Address: 10660 WILSHIRE BLVD # 907
 City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed Hedayat Golcheh

405
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

1206

Printed Name:

Address:

City, Zip:



Mr. & Mrs. Herbert Gold
10445 Wilshire Blvd Apt 405
Los Angeles CA 90024-4659

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juitouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed

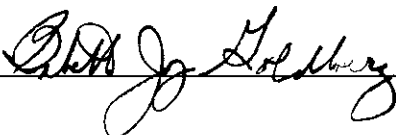
Herbert Gold
Carol Gold

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Print Name: _____

Sign 

Address

Ms. Bette Goldberg
10490 Wilshire Blvd Apt 401
Los Angeles CA 90024-4647

City, Zip:

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Roberta Goldberg

Printed Name:

Roberta Goldberg

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address:

City, Zip:

The Goldsteins #410 10660 Wilshire Blvd. Los Angeles, CA 90024
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Signed *Harold Goldstein*

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: MIKE GOLSHAN
 Address: 10660 Wilshire Blvd, #1601
 City, Zip: Los Angeles, CA 90024

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Signed

Mike Golshan

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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Signed: _____

Printed Name: _____

Company: _____

Ignacio Gomez
Ignacio Gomez
KAPLAN EC

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

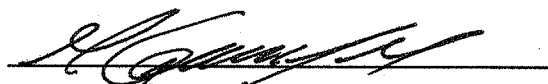
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- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

Martin Gonzalez

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: CLAIRE GORDON

Sign 

Address: 10490 WILSHIRE BLVD.

City, Zip: LOS ANGELES, CA, 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Louise Gordon

Address: 10701 Wilshire Boulevard, Unit # 1101
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Louise Gordon

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" "in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: NAT L. GORMAN

Sign



Address: 10490 Wilshire Blvd, #1204

City, Zip: LA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR
PETITION LETTER

1217

Printed Name: Dr. Latif Gowani
Address: 10701 Wilshire Blvd., #903
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut-outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Latif D. Gowani, Ph.D. Date: 7-18-10

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Joyce Green
 Address: 10445 Wilshire Blvd: #1003
 City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juitouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juitouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

Joyce Green

Wilshire Bus Rapid Transit (BRT) DEIR Input

1219

Name (please print): *HARRY L. GREEN, M.D.*

Address: *10781 LINDBROOK DRIVE*

City, Zip: *LOS ANGELES, CA 90024*

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus-only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon along the residential mile.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential highrises.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- With 2 lanes eliminated during AM and PM rush hours, two of the three bus lines (720 & 920) will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A & B all have stretches of Wilshire which do NOT include bus-only lanes. I support the exclusion of bus-only lanes on the stretch of Wilshire between Comstock and Glendon.

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Miriam Groman

Printed Name:

MIRIAM GROMAN

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

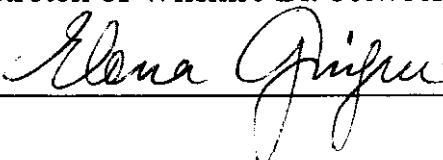
Address: 10660 WILSHIRE BLVD

City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed 

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

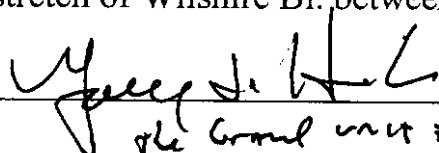
Printed Name: Habner
 Address: 10445 Wilshire Blvd. #1701
 City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed


Jeffrey J. Habner
 10445 Wilshire Blvd #1701

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: HUBERT HAKM
 Address: 10701 Wilshire Boulevard, Unit # 803
 Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed 

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: JASON HALPERN
 Address: 16660 WILSHIRE BLVD #802
 City, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Jason Halpern

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Claire Hamard
 Address: 10701 Wilshire Boulevard, Unit # 1205
 Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Claire Hamard

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____



Printed Name: _____

Sean Harris

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10660 WILSHIRE BLVD

City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Virginia Hayes #502
July 16, 2010.

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: _____

Shila Hazan
 SHILA HAZAN
 10380 Wilshire Boulevard, Los Angeles, CA. 90024

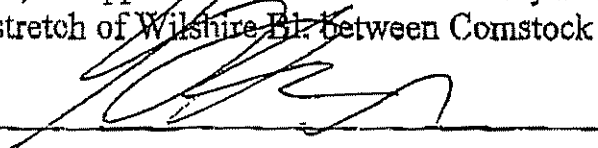
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Gary Hecker, President of Venezia HOA
10795 Wilshire Blvd.
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed 

Wilshire Bus Rapid Transit (BRT) DEIR Input

1230

Name (please print): JOHN K. HEIDT, CHAIRMAN BUILDING
WESTWOOD UNITED METHODIST CHURCH COMMITTEE
Address: 10475 WILSHIRE BL

City, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus-only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon along the residential mile.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Increased noise and vibration impacts will occur from buses running closer to residential highrises.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
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- The only improvement this segment of Wilshire needs is resurfacing.
- With 2 lanes eliminated during AM and PM rush hours, two of the three bus lines (720 & 920) will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A & B all have stretches of Wilshire which do NOT include bus-only lanes. I support the exclusion of bus-only lanes on the stretch of Wilshire between Comstock and Glendon.

Wilshire Bus Rapid Transit (BRT) DEIR Input

Name (please print): David Hekmat

Address: 1453 Westwood Blvd

City, Zip: Los Angeles CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus-only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon along the residential mile.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- With 2 lanes eliminated during AM and PM rush hours, two of the three bus lines (720 & 920) will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A & B all have stretches of Wilshire which do NOT include bus-only lanes. I support the exclusion of bus-only lanes on the stretch of Wilshire between Comstock and Glendon.

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:


- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Company: _____


Sergio Hernandez
Kaplan

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024


To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: GEORGE HERSCU
 Address: 10660 WILSHIRE BLV. L.A
 City, Zip: 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed 

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____

Printed Name: _____

Address: _____

City, Zip: _____

[Handwritten Signature]
[Handwritten Name: Joel Hifson]
[Handwritten Address: 10350 WILSHIRE BL W 304]
[Handwritten City/Zip: LX CA 90024]

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: JUDITH HOFFMAN
 Address: 10445 WILSHIRE BLVD. PENTHOUSE
 City, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Judith Hoffman

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Zena Hoffman

Printed Name:

ZENA HOFFMAN

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

Wilshire Bus Rapid Transit (BRT) DEIR Input

1238

Name (please print): *MARY A GRAY KAG*

Address: *10538 Shamrock Dr*

City, Zip: *LA, CA 90024*

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus-only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon along the residential mile.
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- With 2 lanes eliminated during AM and PM rush hours, two of the three bus lines (720 & 920) will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A & B all have stretches of Wilshire which do NOT include bus-only lanes. I support the exclusion of bus-only lanes on the stretch of Wilshire between Comstock and Glendon.

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Harold Holland
 Address: 10560 Wilshire Blvd # 1401 & 1403
 City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Harold Holland

Printed Name: SHEILA HOMER
Address: 10445 WILSHIRE BLVD #204
City, Zip: LA CALIF. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Sheila Homer

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Penny Hooper
 Address: 10560 Wilshire Blvd # 303
 City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Penny L. Hooper

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: ⁴⁵ CHARLES HORWITZ Sign Charles Horwitz

Address: 10490 WILSHIRE BLVD UNIT 2003

City, Zip: LA 90024 CA.

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impact on quality of life and air quality, and will decrease natural barriers to traffic noise.
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- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: Edith Howard

Printed Name: Edith Howard

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

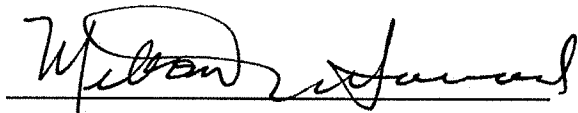
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Signed:



Printed Name:

MILTON M. HOWARD

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Fanften Imani-lad
 Address: 10660 Wilshire Blvd. # 702
 City, Zip: L.A., CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed Imani —

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Mariam Imani-Rad
 Address: 10660 Wilshire # 1403
 City, Zip: L.A., CA 90024

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Signed _____

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Mahin + Reza Imani-Rad
 Address: 10660 Wilshire Blvd. #1505
 City, Zip: L.A., CA 90024

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Signed Imani

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Fanba Imani-Rad
 Address: 10060 Wilshire # 1205
 City, Zip: LA CA 90024

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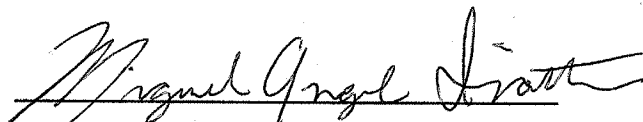
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Signed:



Printed Name:

Miguel Angel Iriarte

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

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Signed:

Patricia Isaacs

Printed Name:

Patricia Isaacs

Address:

10350 Wilshire Blvd, #1104

City, Zip:

Los Angeles, Ca 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

1251

1103
Printed Name:

Address:

City, Zip:

ALEX ISRAEL

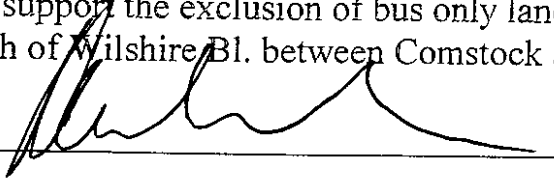
10445 WILSHIRE BL #1103 LOS ANGELES, CA 90024

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Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10600 WILSHIRE BLVD #1503

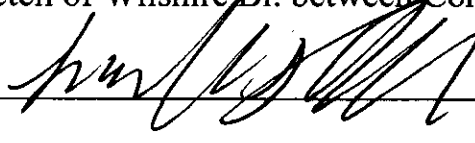
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Signed

 7-19-10

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

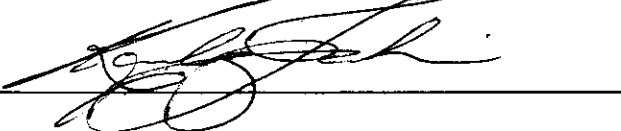
Printed Name: *KAMBIZ JAVAHERI*
 Address: *10660 Wilshire Blvd #908*
 City, Zip: *LA, 90024*

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Signed _____



HAVIER PACHE K. R.

951-990-1875
HAVIER

1254

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10600 WILSHIRE BLVD

City, Zip: W. CA 90024

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Signed _____

 JAVIER PACHECO FAMILY #1107

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10000 Wilshire Blvd

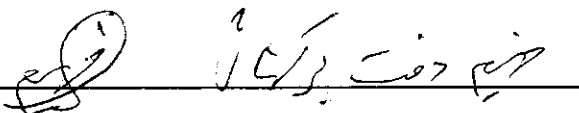
City, Zip: LA, CA 90024

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Signed



#509

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Robbief Newman
 Address: 10660 Wilshire Blvd #709
 City, Zip: Los Angeles, CA 90024

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Signed [Signature] 7/15/2010

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: *Masoud Jozani*
 Address: *10660 Wilshire Blvd Apt 303*
 City, Zip: *Los Angeles, CA, 90024*

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
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- The only improvement this segment of Wilshire needs is resurfacing.
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Signed

M. J. Jozani *July 16, 2010*

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Signed: _____

Printed Name: _____

Address: _____

City, Zip: _____

GASSEL JUAReZ

10350 Wilsher

Los Angeles 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

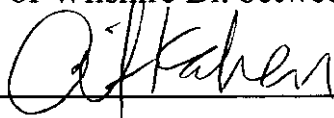
Printed Name: Orit Kahen
 Address: 10660 Wilshire Blvd. Apt. 508
 City, Zip: LA, CA 90024

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Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

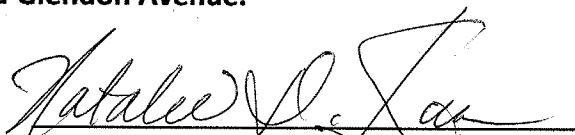
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Signed:



Printed Name:

NATALIE D. KAMIR

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address:

City, Zip:

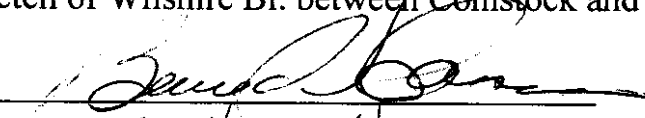
Kassover, Bernard / Judith
10660 Wilshire Blvd
LA CA 90024

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Signed


Bernard Kassover

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Dr. + Mrs. Floyd Katske
 Address: 10660 Wilshire Bl #1207
 City, Zip: Los Angeles, Ca 90024

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Signed Floyd A. Katske, M.D.

Mrs. Galt Katske

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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Signed: _____

Printed Name: _____

Address: _____

Doreen Kates

DOREEN KATES

10380 Wilshire Boulevard, Los Angeles, CA. 90024

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Printed Name: _____

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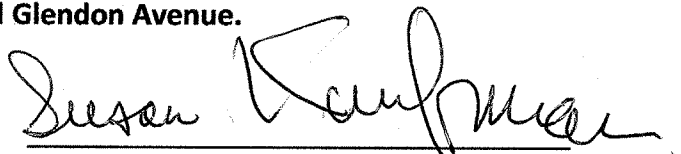
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Signed:


 Printed Name: SUSAN KAUFMAN

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

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Signed:

Marjorie Kaufman

Printed Name:

MARJORIE KAUFMAN

Address:

10350 Wilshire Blvd. #402

City, Zip:

L. A. 90024

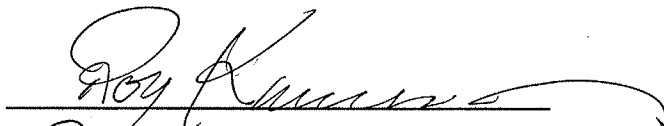
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Signed:



Printed Name:

ROY KAWAMURA

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

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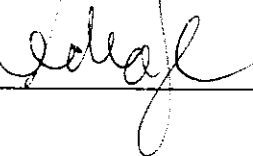
Printed Name: ANDREA KALE
 Address: 10445 WILSHIRE BLVD. #403
 City, Zip: LOS ANGELES, CA 90024

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Signed:

Constance L. Keiter

Printed Name:

CONSTANCE L. KEITER

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

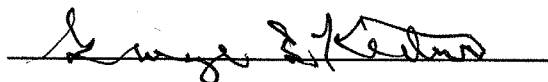
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

GEORGE E. KEITER

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: FRANK & EVA KELEMEN
 Address: 10560 Wilshire Blvd # 1005
 City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

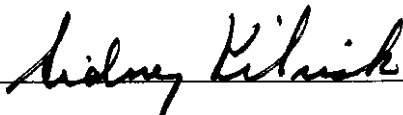
Signed Frank Kelemen

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: SIDNEY KIBRIK

Sign: 

Address: 10490 WILSHIRE BLVD
UNIT 1901

City, Zip: LA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Vicent Kimabales
 Address: 10701 Wilshire Boulevard, Unit # 1106
 Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- The only improvement this segment of Wilshire needs is resurfacing.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Vicent Kimabales

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Paul Kleeger

Printed Name:

PAUL KLEEGER

Company:

NV-AIR SERVICES

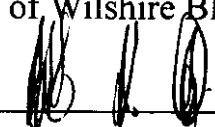
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Robert H. Klein
 Address: 10660 Wilshire Blvd. Unit 1003
 City, Zip: Los Angeles, CA 90024-4525

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed  7/16/10
 Robert H. Klein

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Edward L. & Estelle Koblitz
 Address: 10445 Wilshire Blvd. #902
 City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Edward L. Koblitz / Estelle Koblitz
 7/16/2010

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: JAMES KRANTZ
 Address: 10600 WILSHIRE BLVD # 306
 City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: KRAMZ
 Address: 10600 WILSHIRE BLVD #307
 City, Zip: WA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: *MARY ANN KRANTZ*
 Address: *10660 WILSHIRE BLVD. APT. 1504*
 City, Zip: *LOS ANGELES, CA 90024*

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed *Mary Ann Krantz*

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: MINERVA KREVOY Sign: Minerva Krevoy
 Address: 10490 Wilshire Blvd.
#1203
 City, Zip: Los Angeles, Ca. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

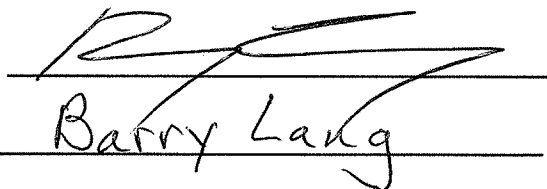
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: _____


Barry Lang

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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Signed: _____

Printed Name: _____

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: HERMAN LEAVITT
 Address: 10660 Wilshire Blvd. #1507
 City, Zip: Los Angeles, Ca 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Herman Leavitt

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: KEITH LEHRER
 Address: 10501 WILSHIRE BLVD., # 1903
 City, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" "in no way diminishes the severity of the adverse impact.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

JULY 15, 2010

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: S E Levi

Sign 

Address: 50490 Wilshire 1003

City, Zip: LA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

1703

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Pearle Rae Levey

Printed Name: PEARLE RAE LEVEY

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave., for the following reasons.

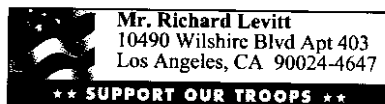
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- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name:

Address:

City, Zip:



Sign

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

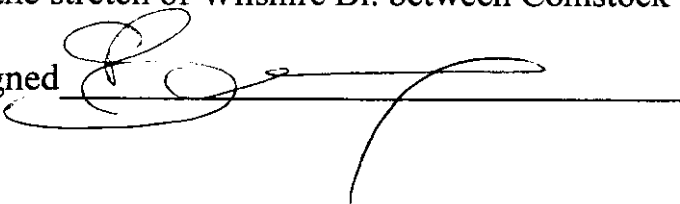
Printed Name: Ell Link
 Address: 10660 Wilshire Bl 808
 City, Zip: L.A. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: HALLA LINKER AGUIRRE
 Address: 10701 Wilshire Boulevard, Unit # 704
 Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Halla Linker Aguirre

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

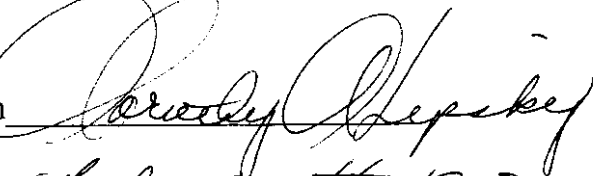
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- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name:

Dorothy A. Lipsky

Sign



Address:

10490 Wilshire Blvd. #1803

City, Zip:

L.A., Calif. 90024

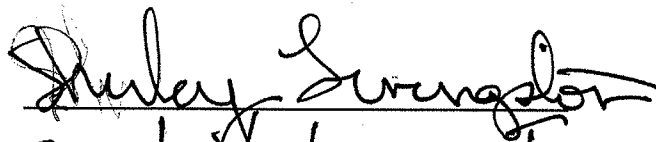
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

Shirley Livingston

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

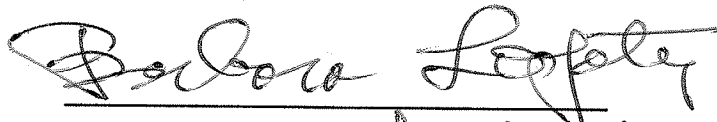
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

BARBARA LOPATY

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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Signed: _____

Printed Name: _____

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave, for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: Sally Magarian Sign: Sally Magarian

Address: 10490 Wilshire Blvd.

City, Zip: LA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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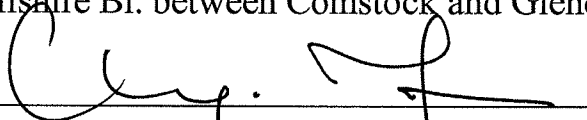
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Signed: _____

Printed Name: _____

Address: _____

City, Zip: _____



CAROLYN MANBOUBI

10350 WILSHIRE BLVD #1603

LOS ANGELES CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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Signed: Mahboub

Printed Name: SATEHE MAHBOUBI

Address: 10350 WILSHIRE BLVD # 1702

City, Zip: LA CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

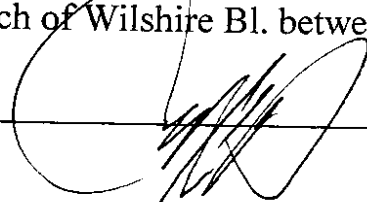
Printed Name: *Dr. Shahram Makoui*
 Address: *10445 Wilshire # 1803*
 City, Zip: *Los Angeles, CA 90024*

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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Signed _____

 7/15/10

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address:

City, Zip:

Fred Walsh
0660 Wilshire Blv. #909
LA CA. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed

Fred Walsh

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: TED MANIATAKOS

Address: 10560 Wilshire Blvd # 1806

City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed  #1806

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: mrs. Myra Mannheimer

Address: 10560 Wilshire Blvd # 2001

City, Zip: Los Angeles, CA 90024

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Signed Myra Mannheimer

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

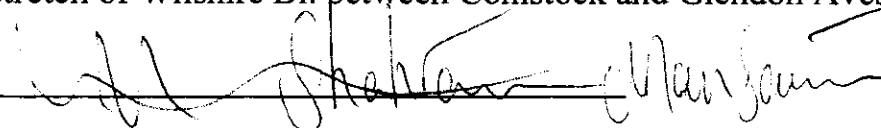
Printed Name: MANSOURY
 Address: 15660 WILSHIRE
 City, Zip: LA, CA 90024

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Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: ... **X** *MAYA*.

Address: 10724 Wilshire Blvd. Unit # *206*

City, Zip: Los Angeles, CA 90024

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Signed **X** *Virginia May*

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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Signed: _____

Printed Name: _____

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

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Signed: _____



Printed Name: _____

ARTHUR MAZIRKOW

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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Signed: _____

Printed Name: _____

Address: _____

City, Zip: _____

Mark Petrait
Mark Petrait
10310 Wilshire Bl #4
LA CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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Signed: _____

Printed Name: _____

Company: _____



KEITH MCFORD

SILVER STRAND

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: JAMES MELTZER, MD

Address: 10560 Wilshire Blvd # 1704

City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed

James Meltzer

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: ROSE L. MELTZER

Address: 10560 Wilshire Blvd # 1704

City, Zip: Los Angeles, CA 90024

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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juitouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Rosa Linda Meltzer

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed:

Enid Meltzner

Printed Name:

ENID MELTZNER

Address:

10350 Wilshire

City, Zip:

L.A. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: KAMRAN MESHKANI
 Address: 10660 WILSHIRE BLV AP. 704
 City, Zip: LA - CA - 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed K. Meshkani

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: CYRUS MESHKI
 Address: 10660 WILSHIRE BL. # 1606
 City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

 7/19/10

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

1317

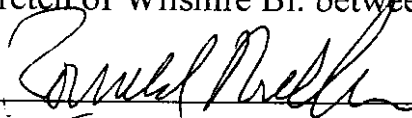
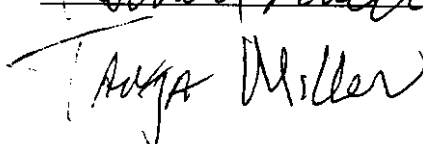
Printed Name: Dr. Miller & Mrs Miller
Address: 10445 Wilshire Blvd: #2008
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Carole R. Miller

Printed Name:

CAROLE R. MILLER

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

MICHAEL E. MILLER

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
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- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____

Mira Miskin

Printed Name: _____

MIRA MISKIN

Address: _____

10350 WILSHIRE BL.

City, Zip: _____

L.A. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____

Mira Miskin

Printed Name: _____

MIRA MISKIN

Address: _____

10350 WILSHIRE BL.

City, Zip: _____

L.A. CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name:

ROBERT MITTELDOFF

Sign

[Handwritten signature]

Address:

10490 WILSHIRE BLVD #304

City, Zip:

LOS ANGELES, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: _____

Address: 10701 Wilshire Boulevard, Unit # 802
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

Printed Name: Mr. and Mrs. Mobin
Address: 10445 Wilshire Blvd # 802
City, Zip: L.A. CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- The only improvement this segment of Wilshire needs is resurfacing.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

J. Mobin Mr. and Mrs. Farhad Mobin

Apt. # 802

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

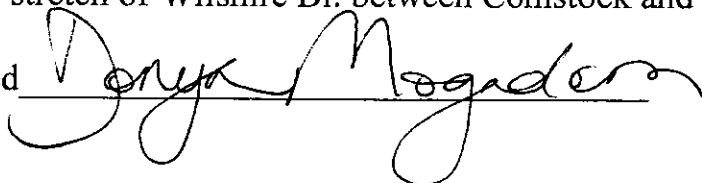
Printed Name: Donya Magadam
 Address: 10445 Wilshire Blvd. #2004
 City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:... X Steven Moore

Address:..... 10724 Wilshire Blvd. Unit # 209

City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juitouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juitouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed X Steven Moore 7/21/10

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Michael Morn

Printed Name: _____

MICHAEL MORAN

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed:

Meredith Murad

Printed Name:

Meredith Murad

Address:

10350 Wilshire Blvd - #1101

City, Zip:

L.A. - 90024

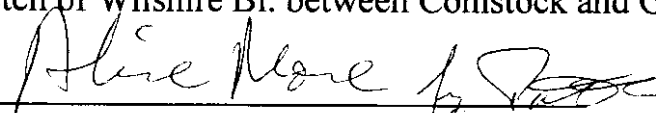
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: ALICE MORE
 Address: 10660 WILSHIRE #1008, LA 90024
 City, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Alice More  4/10/28

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Mrs Jean Morris #804
 Address: 10445 Wilshire Blvd : #804
 City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Mrs Jean Morris
 Lawrence Gold

**To MTA re Wilshire Bus Rapid Transit (BRT) DEIR
PETITION LETTER**

Printed Name: Lawrence P. Mase
 Address: 10701 Wilshire Bl #1101
 City, Zip: L.A., CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut-outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Lawrence P. Mase

Date: 7/19/10

d 1101

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: LUCKIAN MORSE

Address: 10701 Wilshire Boulevard, Unit # 1101
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed LUCKIAN MORSE

**To MFA re Wilshire Bus Rapid Transit (BRT) DEIR
PETITION LETTER**

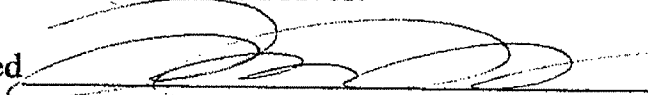
Printed Name: TONI MORSE
Address: 10701 Wilshire Blvd #1101,
City, Zip: L.A. CA. 9004

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut-outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



Date: 15 July 2010

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____



Printed Name: _____

DANIEL MOSHÉ

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

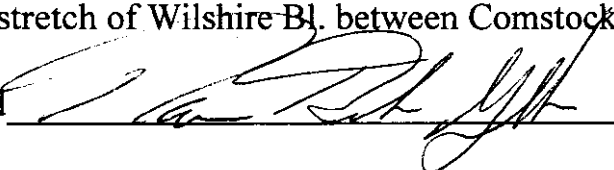
Printed Name: SANAKI - MOSHADAM
 Address: 10660 WILSHIRE BLVD
 City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

 #310 7/18/10

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Katy Moss
 Address: 10445 Wilshire Blvd : #1402
 City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed 

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____

Printed Name: _____

Address: _____

City, Zip: _____

JONATHAN NOVAK
10350 W. Wilshire BLVD, #1802

LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

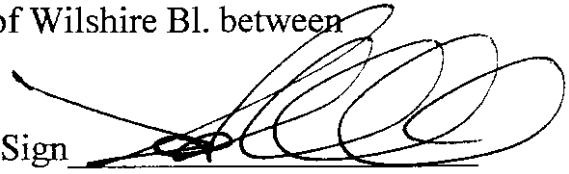
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- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name:

HERB NADEL

Sign



Address:

10490 WILSHIRE BLVD UNIT 2901

City, Zip:

LOS ANGELES, CALIF, 90024

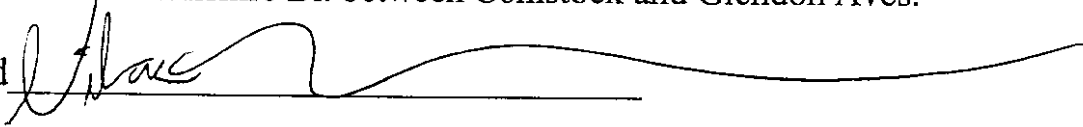
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Mr. Shean Narnvar
Address: 10445 Wilshire Blvd. #1405
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed 

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address:

City, Zip:

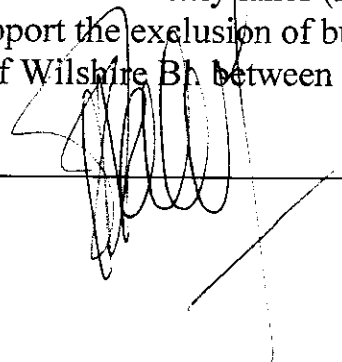
JEAN PAUL NATAF
10445 WILSHIRE BLVD # 701
LA CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

 7/19/2010

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: NATAN
 Address: 10660 WILSHIRE # 1405
 City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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Signed _____

Natan

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: ³ STUART NEEDLEMAN
4 MYRNA NEEDLEMAN

Address: 6 KEVIN DOBRYNS
2 CONSUERO WAREZ

City, Zip: 10440 WILSHIRE BLVD #604
WASH GOODY

Sign

[Handwritten signature]
CORRIGES JAMES
Dzi

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed:

Forzaneh Nourmand

Printed Name:

Forzaneh Nourmand

Address:

10350 Wilshire Blvd # 403

City, Zip:

LA, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: H. Nourmand

Printed Name: HENRY NOURMAND

Address: 10350 Wilshire BLVD #403

City, Zip: L.A. CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Roberta Novick

Printed Name:

ROBERTA NOVICK

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: _____

Steve L. Olsen

Steve Olsen

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: Gail Oppenheimer

Printed Name: Gail Oppenheimer

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

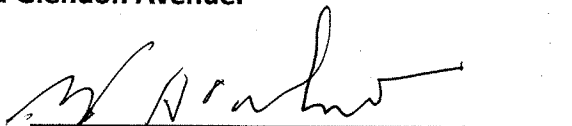
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

Gerald H. Oppenheimer

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: Emmanuel Orozco

Printed Name: Emmanuel Orozco

Company: Kaplan

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Emmanuel Orozco

Printed Name:

Emmanuel Orozco

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

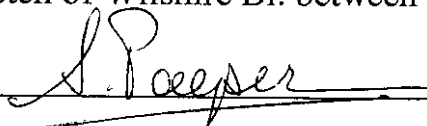
Printed Name: SOPHIE PAEPER #502
 Address: 10445 WILSHIRE BLV
 City, Zip: LA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juitouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juitouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Jisook Park
 Address: 10660 Wilshire # 1204
 City, Zip: LA. CA. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: GREGORY L. PARANAY
 Address: 10445 WILSHIRE BLVD. #1104 & 1105
 City, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Gregory L. Paraney

* I DO NOT GIVE PERMISSION FOR MY NAME TO APPEAR
 ON THE INTERNET AS IT PERTAINS TO THIS MATTER RB 7/16/2010

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR


Printed Name: PATEL
 Address: 10660 Wilshire Blvd. #308
 City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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Signed _____

 7/22/10

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

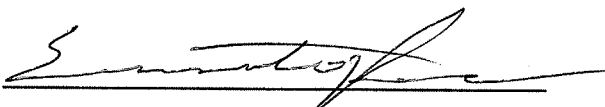
- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impact on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Company: _____


 Ernesto Pedroza
 HAS

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Tracy Penhas
 Address: 10445 Wilshire Blvd. # 1606
 City, Zip: LA CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Evelyn Ruvish

Printed Name:

EVE LYNN RUVISH

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

JOHN N. PENNISH

Printed Name: _____

JOHN PENNISH

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 6660 Wilshire Blvd #701

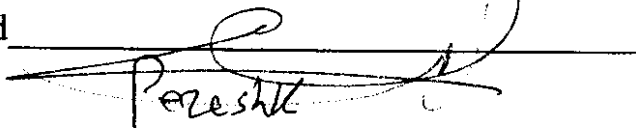
City, Zip: LA CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10660 WILSHIRE BLVD

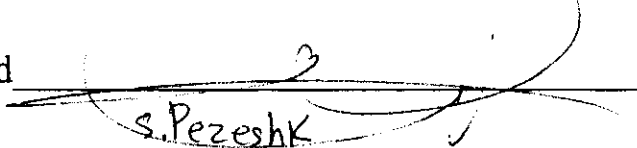
City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed


S. Pezeshk

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: PEARL Polachack
 Address: 10560 Wilshire Blvd # 702
 City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Pearl Polachack

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: JERRY POMERANZ
 Address: 10600 WILSHIRE BLVD UNIT 403
 City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

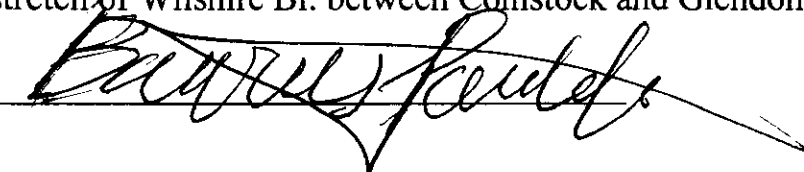
Printed Name: PAUL DARR
 Address: 10660 WILSHIRE BLVD
 City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" "in no way diminishes the severity of the adverse impact.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: *Nematollah Pouratian*
 Address: *10660 Wilshire Blvd #603 L.A. 90024*
 City, Zip: *Los Angeles, CA 90024*

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed *Nematollah Pouratian*

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

1367

Printed Name:

Address:

City, Zip:

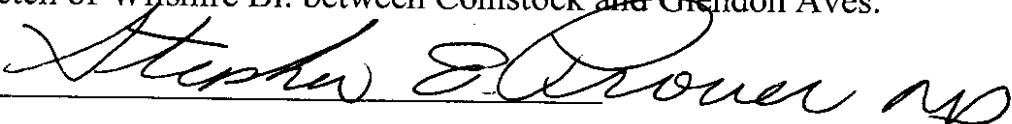
STEPHEN E. PROVER, MD
10445 WILSHIRE BLVD.
SUITE 806,
Los Angeles, CA 90024-4660

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



7/16/10

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address:

City, Zip:

Sup Antelo #503
1045 Wilshire Blvd
LA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Sup Antelo

Name (please print): Sandra Radoff-Bernstein

Address: 460 Dalehurst Ave.

City, Zip: Los Angeles, Ca. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus-only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon along the residential mile.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential highrises.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- With 2 lanes eliminated during AM and PM rush hours, two of the three bus lines (720 & 920) will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A & B all have stretches of Wilshire which do NOT include bus-only lanes. I support the exclusion of bus-only lanes on the stretch of Wilshire between Comstock and Glendon.

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10660 WILSHIRE BLVD # 602

City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed R AFTALION

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impact on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

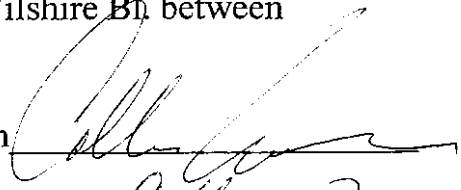
Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: ⁴⁰¹ Mrs. Jules Zeman Sign 

Address: 10490 Wilshire Blvd. #1602

Colleen Zeman

City, Zip: LA, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:....X Caesar Reyes

Address:..... 10724 Wilshire Blvd. Unit # 209

City, Zip:Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed X Caesar Reyes 7/21/2010

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

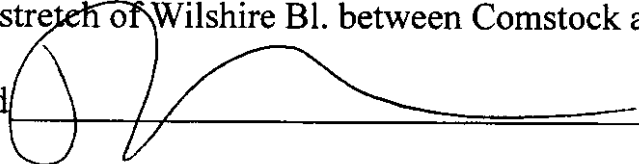
Printed Name: David Rezaei
 Address: 10660 Wilshire Blvd #804
 City, Zip: 90024 L.A. Ca

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

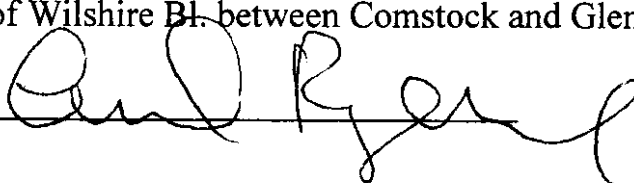
Printed Name: Emil Rezak
 Address: 1060 Wilshire Blvd #902
 City, Zip: CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

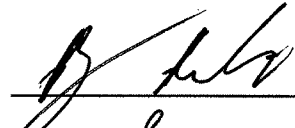
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Signed: _____

Printed Name: _____


BILLY RIBACK

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

Printed Name: Ms. Luis Rich
Address: 10445 Wilshire Blvd : #1101
City, Zip: Los Angeles, CA 90024

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Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Kathy Roberts

Printed Name: _____

Kathy Roberts

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

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The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: Lynn M. Rogo Sign Lynn M. Rogo
 Address: 10490 Wilshire Blvd #2301 Mark Rogo
 City, Zip: LA, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address:

City, Zip:

Paula Rogner
10445 Wilshire Blvd #1900
LA CA 90024

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Signed

Paula Rogner

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

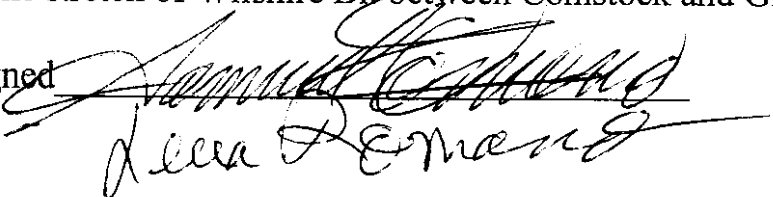
Printed Name: Mrs. Leero Romano
 Address: 10945 Wilshire Blvd : #1402
 City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed



Leero Romano

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

1401
 Printed Name: *SAMUEL ROMANO*
 Address: *10445 WILSHIRE BLVD #1401*
 City, Zip: *LOS ANGELES, CA 90024*

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Print Name:

Mayme Rogu

Sign

Mayme Rogu

Address:

Catalina Bautista
10490 Wilshire Blvd, #1601

Catalina Bautista

City, Zip:

Los Angeles, Ca 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Christina Korp

Printed Name: _____

Christina Korp

Company: _____

10380 Wilshire Blvd, LA, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: JR. CLARE ROSE
 Address: 10660 WILSHIRE BLVD.
 City, Zip: LA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Jr. Clare Rose

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: CHARLOTTE ROSENBERG Sign Charlotte Rosenberg

Address: 10490 WILSHIRE BLVD.

City, Zip: L.A. CA 90024

Wilshire Bus Rapid Transit (BRT) DEIR Input

1387

Name (please print): **DEANUS ROSENBLATT**

Address: **252 CORINE AVE**

City, Zip: **LA, CA - 90024**

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus-only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon along the residential mile.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential highrises.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- With 2 lanes eliminated during AM and PM rush hours, two of the three bus lines (720 & 920) will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A & B all have stretches of Wilshire which do NOT include bus-only lanes. I support the exclusion of bus-only lanes on the stretch of Wilshire between Comstock and Glendon.

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed:

Pouran Rostami

Printed Name:

Pouran ROSTAMI

Address:

10350 Wilshire Blvd #1001

City, Zip:

LA CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: MARLENE ROTBLAT J
 Address: 10660 WILSHIRE BLVD #209
 City, Zip: LA CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Marlene Rotblatt

Printed Name: Me e Mae Rota
Address: 10445 Wilshire Blvd : #205
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Suzanne P. Tael & Rota

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: _____

Address: _____

Azita Sabouni
 10701 Wilshire Boulevard, Unit # 904/905
 Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" "in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

Azita Sabouni

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: _____

Address: _____

Farhad Sabahi
10701 Wilshire Boulevard, Unit # *904/905*
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

[Signature]

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: ...X *Roya Safani*

Address: 10724 Wilshire Blvd. Unit # *211*

City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juitouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juitouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed X *Roya Safani*

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed:

VIVIAN N. SHARVANI *Vivian N. Sharvani*

Printed Name:

VIVIAN N. SHARVANI

Address:

10350 WILSHIRE BLVD #1702

City, Zip:

LA CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: SHAHAB SAJJADIAN

Address: 10660 Wilshire Blvd. #1007

City, Zip: Los Angeles 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Shahab Sajjadian

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10660 WILSHIRE BLVD.

City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Dr. & Mrs. M. Hadi Salam

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Rudy SANCHEZ 

Printed Name:

Rudy SANCHEZ

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" "in no way diminishes the severity of the adverse impact.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: R. SANGER Sign R. Sanger
 Address: 10490 Wilshire Blvd, #1103
 City, Zip: LA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10660 WILSHIRE BLVD

City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Harold J. Singer

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed:

Maxine Sautz

Printed Name:

Maxine Sautz

Address:

10350 Wilshire Blvd, Apt 604

City, Zip:

Los Angeles, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Zita Schabberg

Address:

10701 Wilshire Boulevard, Unit # 601
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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Signed

Zita Schabberg

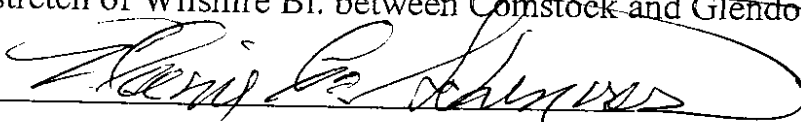
Q05
 Printed Name: ELAINE C. SCHENBER
 Address: 10445 WILSHIRE BLVD #905
 City, Zip: LOS ANGELES, 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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Signed



I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: (40)

MYRA W. SCHWARTZ Sign *Myra Schwartz*

Address: 10490 Wilshire Blvd

City, Zip: LA CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

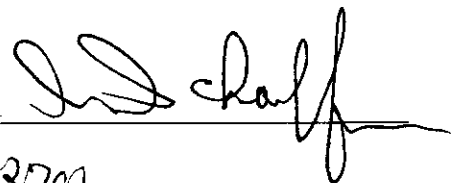
I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

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- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: I RWIN SEARAPPA

Sign



Address: 10490 WILSHIRE BLVD #2701

City, Zip: LA CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10660 WILSHIRE BLVD 1006

City, Zip: LA, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: *Joseph Shabanian*
 Address: *Jila Farahi*
 City, Zip: *10445 Wilshire Blvd. #2002*
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Jila Farahi

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave, for the following reasons.

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- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: ABRAHAM SHAPIRO

MIRIAM SHAPIRO

Sign

Abraham Shapiro
Miriam Shapiro

Address: 10490 WILSHIRE BL. UNIT 2603

City, Zip: LOS ANGELES CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

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Print Name: Norton Sharpe Sign: Norton Sharpe

Address: 10490 Wilshire Blvd #1603
Los Angeles, CA 90024

City, Zip:

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

#1604

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name:

Address: 10660 WILSHIRE BLVD

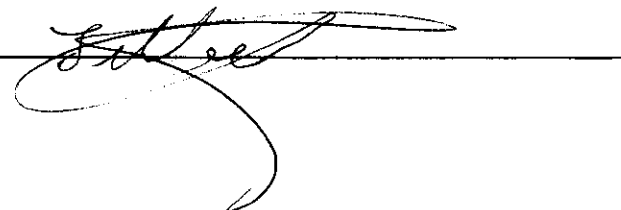
City, Zip: LA, CA 90024

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Signed



707

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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Signed: _____

Mary Silver

Printed Name: _____

MARY Silver

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: DAN SIMANTOB

Address: 10701 Wilshire Boulevard, Unit # 302
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juitouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juitouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Dan Simantob

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

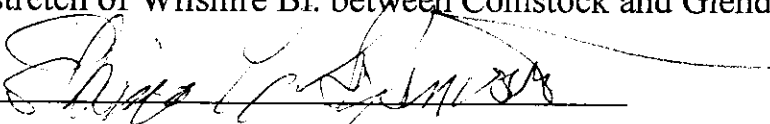
Printed Name: Elaine Simon
 Address: 10445 Wilshire Blvd : unit 302
 City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

George Simoie

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Monica Simone

Printed Name:

Monica Simone

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" "in no way diminishes the severity of the adverse impact.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: GLORIA SIMONS Sign Gloria Simons

Address: 10490 Wilshire #1506

City, Zip: L.A., 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: B. Sinatra
 Address: 10560 Wilshire Blvd # DHA
 City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juitouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juitouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Barbara Sinatra

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: H. B. Sinykin

Address: HERT SINYKIN

City, Zip:

Sign H. B. Sinykin
Herta Sinykin

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: _____

Address: _____

RENEE SIRAGUSA
 10701 Wilshire Boulevard, Unit # 901
 Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

Renee Siragusa

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: _____

Robert Siragusa

Address: _____

10701 Wilshire Boulevard, Unit # 901
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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Signed _____

Robert Siragusa

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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Signed:

Rosario F Sison, MD.

Printed Name:

ROSARIO F SISON

Address:

10350 Wilshire Blvd Unit 501

City, Zip:

LA, Ca. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

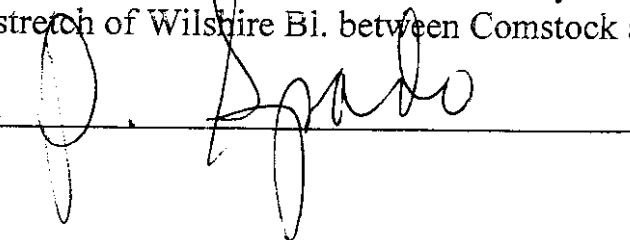
Printed Name: Miss Patricia Spado
Address: 10445 Wilshire Blvd : #202
City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Printed Name:

Address:

Samuel J. Spigelman
Samuel J. Spigelman
 10380 Wilshire Boulevard, Los Angeles, CA. 90024
 Condo 1604

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:

Bobby (Robert) Steinberg

Printed Name:

BOBBY (ROBERT) STEINBERG

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Mort Sienberg

Printed Name: _____

MORT SIENBERG

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: **Judith G. Stone**
 Address: **10660 Wilshire Boulevard**
#1102
 City, Zip: **Los Angeles, CA 90024**

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

Judith G. Stone

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

Beverly Sturman

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Herbert D. Storman

Printed Name: _____

Herbert D. Storman

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

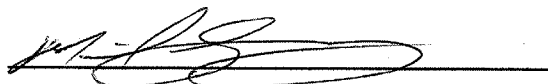
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

Michael Suarez

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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Signed:



Printed Name:

Theodore Telford

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed:

Ruth Tober

Printed Name:

RUTH TOBER

Address:

10350 WILSHIRE BLVD.

City, Zip:

LOS ANGELES 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

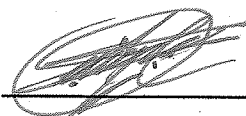
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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____


Modesto Torres

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:


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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: _____



Robert Trug

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Melvin Turkel

Address: 10701 Wilshire Boulevard, Unit # 1001
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juitouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juitouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Melvin Turkel

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: BERYL TURNER Sign Beryl Turner

Address: 10490 Wilshire Blvd. # 704

City, Zip: LA, Calif. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

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The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

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Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

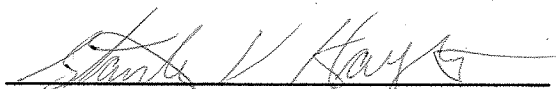
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

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Signed:



Printed Name:

STANLEY VAN HAYES

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

Wilshire Bus Rapid Transit (BRT) DEIR Input

1443

Name (please print): WOLFGANG VEITH, BUS RIDER

Address: 476 LANDFAIR AVE.

City, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut-outs and which create peak period bus-only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon along the residential mile.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential highrises.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- With 2 lanes eliminated during AM and PM rush hours, two of the three bus lines (720 & 920) will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A & B all have stretches of Wilshire which do NOT include bus-only lanes. I support the exclusion of bus-only lanes on the stretch of Wilshire between Comstock and Glendon.

1006
 Printed Name: SAM VESTERMAN
 Address: 10445 WILSHIRE BL. # 1006
 City, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

S. Vesterman

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Martin Vincent

Address: 10701 Wilshire Boulevard, Unit # 1205
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juitouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" "in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juitouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Martin Vincent

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Adriana Vintz
 Address: 10445 Wilshire Blvd #303
 City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Adrienne Vintz 10445 Wilshire Blvd
 LA 90024 7303

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Helen Wald

Printed Name: _____

HELEN WALD

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: **G. M. Warkans**
 Address: **10501 Wilshire Blvd. #1001**
Los Angeles, CA 90024
 City, Zip: **USA**

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed *G. M. Warkans* 7/15/2010
PRESIDENT - WILSHIRE REGENT
ASSOCIATION

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: ~~Sally~~ Sally Weil

Printed Name: Sally Weil

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

BERNARD WEINBERG

Print Name: JANICE WEINBERG

Sign

Address: 10490 WILSHIRE BLVD, UNIT 501

City, Zip: LOS ANGELES, CA 90024

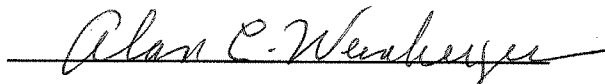
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

ALAN C. WEINBERGER

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

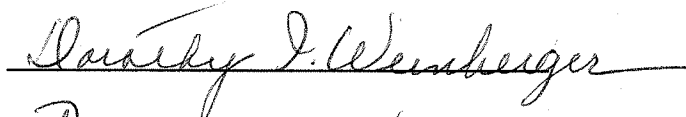
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed:



Printed Name:

DOROTHY I. WEINBERGER

Address:

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the juts and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
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- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of juts in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

501

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
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- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: 

Printed Name: BERTHA WENGER

Address: 10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: _____

Address: _____

Lawrence Wengrod
 10701 Wilshire Boulevard, Unit #1401
 Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juitouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juitouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

Lawrence Wengrod

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____

Printed Name: _____

Address: _____

City, Zip: _____

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jut outs and which create peak period bus only lanes in Westwood from Comstock Ave. to Glendon Ave. I support a NO PROJECT alternative between Comstock Ave. and Glendon Ave. for the following reasons.

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise.
- Increased noise and vibration impacts will occur from buses running closer to residential structures.
- Cut-thru traffic in the single family neighborhoods to the north and south will reduce quality of life and create safety issues.
- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives A&B all have stretches of Wilshire Bl. which do not include bus only lanes. I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Print Name: STEPHEN F. WEINER

Sign

CLAIRE C. WEINER

Address: 10490 WILSHIRE #906

City, Zip: LOS ANGELES 90024-4648

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____

Printed Name: _____

Address: _____

City, Zip: _____

Murray Wisenfeld
10350 Wilshire Blvd #602
Los Angeles, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, charges, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

Printed Name: _____

Company: _____

Alex Wisotsky
Alex Wisotsky
Horizon GC

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: RICUARD WOLF

Address: 10560 Wilshire Blvd # 1901

City, Zip: Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed 

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed:

Christine M. Wolfus

Printed Name:

Christine M. Wolfus

Address:

10350 Wilshire Blvd #1604

City, Zip:

Los Angeles, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____

Printed Name: _____

Address: _____

City, Zip: _____

[Handwritten Signature]
 DANIEL E. WOLFE
 10350 WILSHIRE BLVD #1604
 L.A., CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Allen Yadgar
 Address: 10701 Wilshire Boulevard, Unit # 602
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Allen Yadgar

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

1465

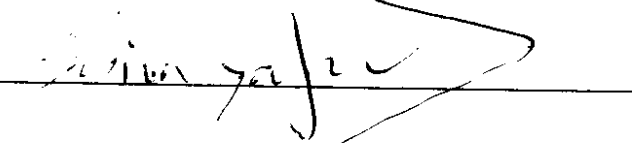
Printed Name: Shiva Yafet
Address: 10445 Wilshire Bl. #305
City, Zip: LA CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do **NOT** support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the jut outs and which create bus only lanes in Westwood from Comstock Avenue to Glendon Avenue for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Avenues.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and alternatives all have stretches of Wilshire Boulevard which do not include bus only lanes (Downtown, Beverly Hills and Santa Monica). **I support the exclusion of bus only lanes and retention of jut outs in the stretch of Wilshire Boulevard between Comstock and Glendon Avenue.**

Signed: _____

7/22/2010 Suite #301

Printed Name: _____

FARAJOLAH YAGHOUNIAN

Address: _____

10380 Wilshire Boulevard, Los Angeles, CA. 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____

Printed Name: _____

Address: _____

City, Zip: _____

[Signature]
 Dan Yamini
 10350 Wilshire Blvd #1402
 Los Angeles 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____

Printed Name: _____

Address: _____

City, Zip: _____

Janet Yonaty
 JANET YONATY
 10350 Wilshire Blvd #1804
 Los Angeles, CA 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Michelle Yashampour
 Address: 10701 Wilshire Boulevard, Unit # 606
 Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Michelle Yashampour

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
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- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed: _____

Minda Zomorodi

Printed Name: _____

Minda Zomorodi

Address: _____

10350 Wilshire #1203

City, Zip: _____

L.A., CA., 90024

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: LINDA ZONANA
 Address: 10701 Wilshire Boulevard, Unit # M-1
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: _____

Address: _____

Regina Zonana
10701 Wilshire Boulevard, Unit # M-1
Los Angeles, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

- There is currently no traffic delay during peak hours between Comstock and Glendon Aves.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- There is no justification for an assumed 10% switch from auto usage to bus riding over the next ten years.
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- Seven significantly impacted intersections in our community cannot be mitigated, and likely will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact by bus only lanes.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes and gridlock will occur in areas where currently there is none.
- The only improvement this segment of Wilshire needs is resurfacing.
- Two of the three bus lines (720 & 920) will travel in mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed _____

Regina Zonana

J/S Brown

1473

From: [REDACTED]
To: <holmbywestwood-owner@yahooogroups.com>
Sent: Friday, July 23, 2010 2:49 PM
Subject: Re:[Holmby-Westwood Property Owners Association] Busway EIR

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com (<mailto:hwpoa@aol.com>) or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Elizabeth Baker

Address: 759 S Beverly Glen Bl City, Zip: Los Angeles 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor. I do NOT support the Wilshire Bus Rapid Transit Project or any alternative

project which includes the removal of the Wilshire Blvd jut-outs and which

create peak period bus-only lanes in Westwood between Glendon and Comstock.

I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the following reasons:

- * To avoid new traffic impacts on Wilshire, Wilshire drivers will increase cut-thru traffic in the single family neighborhoods north and south of Wilshire.

- * The Red buses already run non stop between Glendon and Beverly Glen without the need for dedicated bus lanes.

- * Seven significantly impacted intersections between Glendon and Comstock cannot be mitigated and likely, will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.

- * Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.

- * The only improvement this segment of Wilshire needs is resurfacing of Wilshire Blvd.

- * With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.

- * An adverse impact on property values will occur.

- * There is currently no traffic delay during peak hours between Glendon and Comstock along this residential mile.

- * There is no justification for the assumption that the number of people moved will increase because buses will go faster.

- * The removal of parking spaces on Wilshire (almost 100) and loss of

delivery access to high-rise residential during peak hours will cause severe problems for

7/23/2010

J/S Brown

1474

From: <Hwpoa@aol.com>
 To: <jerbrown@ucla.edu>
 Sent: Friday, July 23, 2010 11:24 PM
 Subject: Fwd: [Holmby-Westwood Property Owners Association] Busway EIR

From: [REDACTED]
 To: holmbywestwood-owner@yahoogroups.com
 Sent: 7/23/2010 2:27:20 P.M. Pacific Daylight Time
 Subj: Re:[Holmby-Westwood Property Owners Association] Busway EIR

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to _hwpoa@aol.com (mailto:hwpoa@aol.com) or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA.

90024. Thank you.

Name (please print): Elizabeth Baker

Address: 759 S Beverly Glen Bl
 90024

City, Zip: Los Angeles

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor. I do NOT support the Wilshire Bus Rapid Transit Project or any alternative

project which includes the removal of the Wilshire Blvd cut-outs and which

create peak period bus-only lanes in Westwood between Glendon and Comstock.

I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the following reasons:

- * To avoid new traffic impacts on Wilshire, Wilshire drivers will increase cut-thru traffic in the single family neighborhoods north and south of Wilshire.

- * The Red buses already run non stop between Glendon and Beverly Glen without the need for dedicated bus lanes.

- * Seven significantly impacted intersections between Glendon and Comstock cannot be mitigated and likely, will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.

- * Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.

- * The only improvement this segment of Wilshire needs is resurfacing

of Wilshire Blvd.

- * With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.

- * An adverse impact on property values will occur.

- * There is currently no traffic delay during peak hours between Glendon and Comstock along this residential mile.

- * There is no justification for the assumption that the number of people moved will increase because buses will go faster.

7/24/2010

Subj: **Fwd: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
Date: 7/20/2010 6:30:28 A.M. Pacific Daylight Time
From: [REDACTED]
To: hwpoa@aol.com
Petition - Thank you!

Begin forwarded message:

From: hwpoa@aol.com
Date: July 19, 2010 8:55:29 PM PDT
To: holmbywestwood@yahoogroups.com
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition
Reply-To: holmbywestwood-owner@yahoogroups.com

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Polly and Mark Bamberger

Address: 10515 Le Conte Avenue **City, Zip:** Los Angeles, CA 90024-3305

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

-
I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the following reasons:

Tuesday, July 20, 2010 AOL: Hwpoa

Subj: **Fwd: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
 Date: 7/20/2010 10:34:38 A.M. Pacific Daylight Time
 From: [REDACTED]
 To: hwpoa@aol.com

Please let us know whether this is sufficient. Thank you.

From: hwpoa@aol.com
 Reply-to: holmbywestwood-owner@yahoogroups.com
 To: holmbywestwood@yahoogroups.com
 Sent: 7/19/2010 09:57:53 P.M. Pacific Daylight Time
 Subj: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024.
 Thank you.

Name (please print): ALECK AND RUTH BLOCK

Address: 800 WARNER AVENUE

LOS ANGELES, CA, 90024

City, Zip:

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the following reasons:

- To avoid new traffic impacts on Wilshire, Wilshire drivers will increase **cut-thru traffic** in the single family neighborhoods north and south of Wilshire.
- The Red buses already run non stop between Glendon and Beverly Glen without the need for dedicated bus lanes.
- **Seven significantly impacted intersections** between Glendon and Comstock cannot be mitigated and likely, will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- **Traffic delays** for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The **only** improvement this segment of Wilshire needs is **resurfacing** of Wilshire Blvd.
- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An **adverse impact on property values** will occur.
- There is currently **no** traffic delay during peak hours between Glendon and Comstock along this residential mile.
- There is **no justification** for the assumption that the number of people moved

Tuesday, July 20, 2010 AOL: Hwpoa

Name (please print):

VIRGINIA BOHRER

1477

Address: 806 WESTHOLME AVE. City, Zip: L. A. 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the following reasons:

- To avoid new traffic impacts on Wilshire, Wilshire drivers will increase cut-thru traffic in the single family neighborhoods north and south of Wilshire.
- The Red buses already run non stop between Glendon and Beverly Glen without the need for dedicated bus lanes.
- Seven significantly impacted intersections between Glendon and Comstock cannot be mitigated and likely, will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
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- The only improvement this segment of Wilshire needs is resurfacing of Wilshire Blvd.
- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An adverse impact on property values will occur.
- There is currently no traffic delay during peak hours between Glendon and Comstock along this residential mile.
- There is no justification for the assumption that the number of people moved will increase because buses will go faster.
- The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise. Increased noise and vibration impacts will occur from buses running closer to residential high rises.

Subj: **FW: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
 Date: 7/21/2010 5:01:34 P.M. Pacific Daylight Time
 From: [REDACTED]
 To: hwpoa@aol.com

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Gary M. Borofsky

Address: 10480 Lindbrook Dr
 90024

City, Zip: Los Angeles

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the following reasons:

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- The **only** improvement this segment of Wilshire needs is **resurfacing** of Wilshire Blvd.
- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An **adverse impact on property values** will occur.
- There is currently **no** traffic delay during peak hours between Glendon and Comstock along this residential mile.
- There is **no justification** for the assumption that the number of people moved will increase because buses will go faster.
- The **removal of parking spaces** on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The **removal of mature** trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise. Increased noise and vibration

Thursday, July 22, 2010 AOL: Hwpoa

Subj: **Busway EIR Petition**
Date: 7/19/2010 11:52:32 P.M. Pacific Daylight Time
From: 
To: Hwpoa@aol.com

I oppose a bus only lane between Glendon and Comstock during peak hours.

Charlotte Brown

801 Thayer Avenue

Los Angeles, CA 90024

Subj: **FW: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
 Date: 7/21/2010 9:30:29 A.M. Pacific Daylight Time
 From: [REDACTED]
 To: hwpoa@aol.com

From: karen.bryan@retiredpartner.lw.com [mailto:karen.bryan@retiredpartner.lw.com]

Sent: Tuesday, July 20, 2010 12:27 AM

To: [REDACTED]

Subject: Fw: [Holmby-Westwood Property Owners Association] Busway EIR Petition

From: Bryan [REDACTED]

To: Bryan, Karen (LA Retired Partner)

Sent: Mon Jul 19 23:17:38 2010

Subject: FW: [Holmby-Westwood Property Owners Association] Busway EIR Petition

From: holmbywestwood@yahoogroups.com
 [mailto:holmbywestwood@yahoogroups.com] **On Behalf Of** hwpoa@aol.com
Sent: Monday, July 19, 2010 8:55 PM
To: holmbywestwood@yahoogroups.com
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Karen S. Bryan

Address: 1024 Hilts Avenue
 90024

City, Zip: Los Angeles

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the following reasons:

- To avoid new traffic impacts on Wilshire, Wilshire drivers will increase cut-thru traffic in the single family neighborhoods north and south of Wilshire.
- The Red buses already run non stop between Glendon and Beverly Glen without the need for dedicated bus lanes.
- Seven significantly impacted intersections between Glendon and Comstock cannot be mitigated and likely, will be worsened. The inability to mitigate a

Wednesday, July 21, 2010 AOL: Hwpoa

Subj: [Holmby-Westwood Property Owners Association] Busway EIR Petition
 Date: 7/19/2010 9:57:56 P.M. Pacific Standard Time
 From: hwpoa@aol.com
 Reply-to: holmbywestwood-owner@yahoogroups.com
 To: holmbywestwood@yahoogroups.com

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): *Adrienne Butler*

Address: *650 Club View Dr.* City, Zip: *Los Angeles, CA 90024*

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

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- **Seven significantly impacted intersections** between Glendon and Comstock cannot be mitigated and likely, will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- **Traffic delays** for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The **only** improvement this segment of Wilshire needs is **resurfacing** of Wilshire Blvd.
- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 &

Subj: [Holmby-Westwood Property Owners Association] Busway EIR Petition
 Date: 7/19/2010 9:57:56 P.M. Pacific Standard Time
 From: hwpoa@aol.com
 Reply-to: holmbywestwood-owner@yahoogroups.com
 To: holmbywestwood@yahoogroups.com

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): *Robert S. Butler*

Address: *650 Club View Dr.* City, Zip: *Los Angeles, CA 90024*

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 &

J/S Brown

1483

From: ~~XXXXXXXXXXXX@XXXXXX~~
 To: <holmbywestwood-owner@yahoo.com>
 Sent: Saturday, July 24, 2010 4:23 PM
 Subject: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition

On Jul 19, 2010, at 8:55 PM, hwpoa@aol.com wrote:

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print):

Jeff Cesario

Address: 655 Thayer Ave
 LA, CA 90024

City, Zip:

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

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- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where

7/24/2010

Subj: [Holmby-Westwood Property Owners Association] Busway EIR Petition
 Date: 7/19/2010 8:57:54 P.M. Pacific Standard Time
 From: hwpoa@aol.com
 Reply-to: holmbywestwood-owner@yahooogroups.com
 To: holmbywestwood@yahooogroups.com

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): IRWIN CHASALOW

Address: 936 Westholme Ave. City, Zip: L.A., 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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- The only improvement this segment of Wilshire needs is resurfacing of Wilshire Blvd.
- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 &

J/S Brown

1485

From: <Hwpoa@aol.com>
To: <jerbrown@ucla.edu>
Sent: Monday, July 19, 2010 11:44 PM
Subject: Fwd: [Holmby-Westwood Property Owners Association] Busway EIR Petition

From: [REDACTED]
To: holmbywestwood-owner@yahoogroups.com
Sent: 7/19/2010 10:24:14 P.M. Pacific Daylight Time
Subj: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition

--- On Mon, 7/19/10, hwpoa@aol.com <hwpoa@aol.com> wrote:

From: hwpoa@aol.com <hwpoa@aol.com>
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition
To: holmbywestwood@yahoogroups.com
Date: Monday, July 19, 2010, 8:55 PM

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPO/
914 Westwood Blvd. , PMB 573, Los Angeles , CA. 90024. Thank you.

Name (please print): Ruth Cohnen

Address: 955 Malcolm Ave.
Angeles, CA 90024

City, Zip: Los

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the

7/23/2010

Subj: Fw: [Holmby-Westwood Property Owners Association] Busway EIR Petition
 Date: 7/20/2010 1:12:55 A.M. Pacific Daylight Time
 From: 
 To: hwpoa@aol.com

--- On Mon, 7/19/10, hwpoa@aol.com <hwpoa@aol.com> wrote:

From: hwpoa@aol.com <hwpoa@aol.com>
 Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition
 To: holmbywestwood@yahoo.com
 Date: Monday, July 19, 2010, 11:55 PM

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd. , PMB 573, Los Angeles , CA. 90024. Thank you.

Name (please print):

Edward P Coleman

Address:

City, Zip:

10556 Strathmore Drive, Los Angeles CA 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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- To avoid new traffic impacts on Wilshire, Wilshire drivers will increase **cut-thru traffic** in the single family neighborhoods north and south of Wilshire.
- The Red buses already run non stop between Glendon and Beverly Glen

Tuesday, July 20, 2010 AOL: Hwpoa

Subj: **Busway EIR Petition**
Date: 7/20/2010 9:40:47 A.M. Pacific Daylight Time
From: [REDACTED]
To: holmbywestwood-owner@yahooogroups.com

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

From: Philip Colman, 10525 Garwood Place, Los Angeles, CA 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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Tuesday, July 20, 2010 AOL: Hwpoa

J/S Brown

1488

From: [REDACTED]
 To: <holmbywestwood-owner@yahooogroups.com>
 Sent: Monday, July 19, 2010 10:07 PM
 Subject: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition

On Jul 19, 2010, at 8:55 PM, hwpoa@aol.com wrote:

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): JoBee Croskery

Address: 736 Malcolm Avenue City,
 Zip: Los angeles, Ca. 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

-

I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the following reasons:

- To avoid new traffic impacts on Wilshire, Wilshire drivers will increase cut-thru traffic in the single family neighborhoods north and south of Wilshire.
- The Red buses already run non stop between Glendon and Beverly Glen without the need for dedicated bus lanes.
- Seven significantly impacted intersections between Glendon and Comstock cannot be mitigated and likely, will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- Traffic delays for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The only improvement this segment of Wilshire needs is resurfacing of Wilshire Blvd.

7/23/2010

Subj: **FW: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
 Date: 7/20/2010 7:53:30 A.M. Pacific Daylight Time
 From: [REDACTED]
 To: hwpoa@aol.com
 Thank you

Eric E. Elder
 Senior Vice President
 Marketing & Communications
 THE RYLAND GROUP, INC.
 818.223.7500
 [REDACTED]

From: holmbywestwood@yahoogroups.com [mailto:holmbywestwood@yahoogroups.com] **On Behalf Of** hwpoa@aol.com
Sent: Monday, July 19, 2010 8:55 PM
To: holmbywestwood@yahoogroups.com
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Eric E. Elder

Address: 636 Thayer Ave Los Angeles, CA Zip: 90024

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- **Seven significantly impacted intersections** between Glendon and Comstock cannot be mitigated and likely, will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- **Traffic delays** for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle

Tuesday, July 20, 2010 AOL: Hwpoa

Subj: **Busway EIR Petition**
 Date: 7/20/2010 1:44:11 P.M. Pacific Daylight Time
 From: [REDACTED]
 To: hwpoa@aol.com

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Jerry Fields

Address: 10440 Charing Cross Road

City,

Zip: Los Angeles, ca. 90024

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- The **only** improvement this segment of Wilshire needs is **resurfacing** of Wilshire Blvd.
- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into mixed-flow lanes, thus adding to increased

Tuesday, July 20, 2010 AOL: Hwpoa

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The only improvement this segment of Wilshire needs is resurfacing of Wilshire Blvd.

With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.

An adverse impact on property values will occur.

There is currently no traffic delay during peak hours between Glendon and Comstock along this residential mile.

There is no justification for the assumption that the number of people moved will increase because buses will go faster.

The removal of parking spaces on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.

The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise. Increased noise and vibration impacts will occur from buses running closer to residential high rises.

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Denise Frankfort

Address: 868 Birchwood

Dr. City, Zip: Los

Angeles, CA 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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I support a NO PROJECT alternative between Comstock Ave. and Westwood

Subj: **Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
Date: 7/20/2010 9:05:46 A.M. Pacific Daylight Time
From: [REDACTED]
To: holmbywestwood-owner@yahoogroups.com
?

-----Original Message-----

From: hwpoa <hwpoa@aol.com>
To: holmbywestwood <holmbywestwood@yahoogroups.com>
Sent: Mon, Jul 19, 2010 9:57 pm
Subject: [Holmby-Westwood Property Owners Association] Busway EIR
Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to
HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Norman Frankfort

Address: 868 Birchwood
Dr. City, Zip: Los
Angeles, CA 90024

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Wilshire Blvd.

With 2 lanes eliminated during AM and PM rush hours, two of the three

Tuesday, July 20, 2010 AOL: Hwpoa

Subj: Filled out form
 Date: 7/20/2010 6:38:53 A.M. Pacific Daylight Time
 From: [REDACTED]
 To: hwpoa@aol.com

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Ryan Hartman

Address: 10538 Strathmore

LA, CA 90024

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Tuesday, July 20, 2010 AOL: Hwpoa

From: hwpoa@aol.com (hwpoa@aol.com)
To: holmbywestwood@yahoo.com;
Date: Mon, July 19, 2010 8:55:29 PM
Cc:
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd. , PMB 573, Los Angeles , CA. 90024. Thank you.

Name (please print): Donald Hirsch, Darrelle Hirsch

Address: 850 S. Birchwood Dr City, Zip: Los Angeles 90024

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Subj: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition
 Date: 7/20/2010 9:08:36 A.M. Pacific Daylight Time
 From: ~~XXXXXXXXXXXX~~
 To: holmbywestwood-owner@yahoogroups.com

On Jul 19, 2010, at 8:55 PM, hwpoa@aol.com wrote:

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Barbara Horwitz

Address: 10512 Strathmore Dr. City, Los Angeles Zip: 90024

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Tuesday, July 20, 2010 AOL: Hwpoa

Subj: (no subject)
 Date: 7/20/2010 8:01:47 P.M. Pacific Daylight Time
 From: [REDACTED]
 To: hwpoa@aol.com

Address: 430 Dalehurst ave.

City,LA Zip:90024

Darrien Iacocca

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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- An **adverse impact on property values** will occur.
- There is currently **no** traffic delay during peak hours between Glendon and Comstock along this residential mile.
- There is **no justification** for the assumption that the number of people moved will increase because buses will go faster.
- The **removal of parking spaces** on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe

Tuesday, July 20, 2010 AOL: Hwpoa

J/S Brown

1497

From: <Hwpoa@aol.com>
To: <jerbrown@ucla.edu>
Sent: Monday, July 19, 2010 11:43 PM
Subject: Fwd: FW: [Holmby-Westwood Property Owners Association] Busway EIR Petition

From: [REDACTED]
To: hwpoa@aol.com
CC: [REDACTED]
Sent: 7/19/2010 10:37:02 P.M. Pacific Daylight Time
Subj: FW: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Name: Michael Kane
Address: 1000 Manning Avenue
City, Zip: Los Angeles 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

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7/23/2010

Subj: **Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
 Date: 7/20/2010 2:30:23 A.M. Pacific Daylight Time
 From: 
 To: holmbywestwood-owner@yahoogroups.com

On Jul 19, 2010, at 8:55 PM, hwpoa@aol.com wrote:

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): LAURENT KHAIAIAT

Address: 10750 Lindbrook Drive
90024

City, Zip: Los Angeles, CA

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Tuesday, July 20, 2010 AOL: Hwpoa

J/S Brown

1499

From: [REDACTED]
 To: <holmbywestwood-owner@yahoo.com>
 Sent: Friday, July 23, 2010 3:46 PM
 Subject: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition

On Mon, Jul 19, 2010 at 8:55 PM, <hwpoa@aol.com> wrote:

Name: Diana Kopald Marcus

Address: 1021 Manning Avenue

L.A., CA Zip: 90024


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- An **adverse impact on property values** will occur.
- There is currently **no** traffic delay during peak hours between Glendon and Comstock along this residential mile.
- There is **no justification** for the assumption that the number of people moved will

7/23/2010

Subj: **bus petition**
Date: 7/20/2010 7:48:58 A.M. Pacific Daylight Time
From: 
To: hwpoa@aol.com
Name (please print): Susan Lee Colby

Address: 451 Comstock Ave. City: Los Angeles, CA Zip:90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

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Tuesday, July 20, 2010 AOL: Hwpoa

Subj: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition
Date: 7/21/2010 9:37:55 P.M. Pacific Daylight Time
From: [REDACTED]
To: holmbywestwood-owner@yahoogroups.com

On Mon, 19 Jul 2010 23:55:29 -0400 (EDT) hwpoa@aol.com writes:

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print):

Margaret Li

Address:

City, Zip:

1017 Westholme Avenue

Los Angeles, 90024

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Thursday, July 22, 2010 AOL: Hwpoa

Subj: **Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
 Date: 7/20/2010 1:01:33 P.M. Pacific Daylight Time
 From: 
 To: holmbywestwood-owner@yahooogroups.com

-----Original Message-----

From: hwpoa@aol.com
 To: holmbywestwood@yahooogroups.com
 Sent: Mon, Jul 19, 2010 8:55 pm
 Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Tom Lindauer

Address: 10501 Lindrook Drive City, Zip: Los Angeles, CA 90024

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Tuesday, July 20, 2010 AOL: Hwpoa

Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition
From: hwpoa@aol.com
Date: Mon, 19 Jul 2010 23:55:29 -0400 (EDT)
To: holmbywestwood@yahoogroups.com

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): *Nancy Lippman*

Address: *1021 Hilts Ave.* City, Zip: *Los Angeles, CA 90024*

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- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An **adverse impact on property values** will occur.
- There is currently **no** traffic delay during peak hours between Glendon and Comstock along this residential mile.
- There is **no justification** for the assumption that the number of people moved will increase

Subj: **Wilshire Bus Rapid Transit Project**
 Date: 7/21/2010 2:17:31 P.M. Pacific Daylight Time
 From: [REDACTED]
 To: hwpoa@aol.com

Gwen Litchmann

697 Loring Avenue

Los Angeles, CA 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the following reasons:

- To avoid new traffic impacts on Wilshire, Wilshire drivers will increase **cut-thru traffic** in the single family neighborhoods north and south of Wilshire.
- The Red buses already run non stop between Glendon and Beverly Glen without the need for dedicated bus lanes.
- **Seven significantly impacted intersections** between Glendon and Comstock cannot be mitigated and likely, will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- **Traffic delays** for automobiles will increase substantially on Wilshire between Comstock and Glendon if 2 lanes are removed in order to make them bus-only lanes. Traffic will idle and gridlock will occur in areas where currently these problems do not exist.
- The **only** improvement this segment of Wilshire needs is **resurfacing** of Wilshire Blvd.
- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An **adverse impact on property values** will occur.

Wednesday, July 21, 2010 AOL: Hwpoa

Subj: **petition**
Date: 7/20/2010 5:05:07 P.M. Pacific Daylight Time
From: [REDACTED]
To: hwpoa@aol.com

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Name: Lori Low

Address: 526 Woodruff Ave
Angeles, 90024

City, Zip: Los

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

-

I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the following reasons:

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- The Red buses already run non stop between Glendon and Beverly Glen without the need for dedicated bus lanes.
- **Seven significantly impacted intersections** between Glendon and Comstock cannot be mitigated and likely, will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- **Traffic delays** for automobiles will increase substantially on Wilshire

Tuesday, July 20, 2010 AOL: Hwpoa

J/S Brown

1506

From: <Hwpoa@aol.com>
 To: <jerbrown@ucla.edu>
 Sent: Monday, July 19, 2010 11:46 PM
 Subject: Fwd: [Holmby-Westwood Property Owners Association] Busway EIR Petition

From: [REDACTED]
 To: holmbywestwood-owner@yahoogroups.com
 Sent: 7/19/2010 10:36:02 P.M. Pacific Daylight Time
 Subj: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition

----- Original Message -----

From: hwpoa@aol.com
 To: holmbywestwood@yahoogroups.com
 Sent: Monday, July 19, 2010 8:55 PM
 Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print):

Roger Lustberg

Address:

City, Zip:

10608 Le Conte

Los Angeles 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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- **Seven significantly impacted intersections** between Glendon and Comstock cannot be mitigated and likely, will be worsened. The inability to mitigate a currently severely impacted intersection does not justify further worsening of the impact.
- **Traffic delays** for automobiles will increase substantially on Wilshire between

7/20/2010

J/S Brown

1507

From: [REDACTED]
 To: <holmbywestwood-owner@yahooogroups.com>
 Sent: Tuesday, July 20, 2010 7:54 AM
 Subject: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition

On Jul 19, 2010, at 8:55 PM, hwpoa@aol.com wrote:

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Diane Marder

Address: 1001 Westholme Ave
 Zip: LA, 90024

City,

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

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- The only improvement this segment of Wilshire needs is resurfacing of Wilshire Blvd.

7/20/2010

Name (please print): DANIEL J. McLOON

1508

Address: 645 Comstock Ave. City, Zip: Los Angeles, CA 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

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- An **adverse impact on property values** will occur.
- There is currently **no** traffic delay during peak hours between Glendon and Comstock along this residential mile.
- There is **no justification** for the assumption that the number of people moved will increase because buses will go faster.
- The **removal of parking spaces** on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The **removal of mature** trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise. Increased noise and vibration impacts will occur from buses running closer to residential high rises.

JULY 20, 2010 

J/S Brown

1509

From: <Hwpoa@aol.com>
 To: <jerbrown@ucla.edu>
 Sent: Monday, July 19, 2010 11:45 PM
 Subject: Fwd: [Holmby-Westwood Property Owners Association] Busway EIR Petition

From: [REDACTED]
 To: holmbywestwood-owner@yahooogroups.com
 Sent: 7/19/2010 10:27:57 P.M. Pacific Daylight Time
 Subj: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition

On Jul 19, 2010, at 8:55 PM, hwpoa@aol.com wrote:

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Merle and Jerry Measer

Address: 544 Loring Ave.
 Angeles, 90024

City, Zip: Los

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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- The **only** improvement this segment of Wilshire needs is **resurfacing** of Wilshire

7/23/2010

J/S Brown

1510

From: <Hwpoa@aol.com>
To: <jerbrown@ucla.edu>
Sent: Monday, July 19, 2010 11:46 PM
Subject: Fwd: [Holmby-Westwood Property Owners Association] Busway EIR Petition

From: [REDACTED]
 To: holmbywestwood-owner@yahooogroups.com
 Sent: 7/19/2010 10:33:12 P.M. Pacific Daylight Time
 Subj: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition

----- Original Message -----

From: hwpoa@aol.com
To: holmbywestwood@yahooogroups.com
Sent: Monday, July 19, 2010 8:55 PM
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print):

Cheryl Petersen

Address:

City, Zip:

10609 Le Conte

Los Angeles 90024

I support the exclusin of bus-oonly lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

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- **Traffic delays** for automobiles will increase substantially on Wilshire between

7/23/2010

Subj: **FW: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
 Date: 7/20/2010 6:03:51 P.M. Pacific Daylight Time
 From: 
 To: hwpoa@aol.com

From: holmbywestwood@yahoogroups.com [mailto:holmbywestwood@yahoogroups.com] **On Behalf Of** hwpoa@aol.com
Sent: Monday, July 19, 2010 8:55 PM
To: holmbywestwood@yahoogroups.com
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Rachelle H. Prince

Address: 10500 Lindbrook Drive
 CA 90024

City, Zip: Los Angeles,

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 & 920) also operating on Wilshire will be squeezed into mixed-flow lanes, thus adding to increased congestion for autos.
- An **adverse impact on property values** will occur.
- There is currently **no** traffic delay during peak hours between Glendon and Comstock along this residential mile.

Tuesday, July 20, 2010 AOL: Hwpoa

Neil Quateman

From: holmbywestwood@yahoogroups.com on behalf of hwpoa@aol.com
 Sent: Monday, July 19, 2010 8:55 PM
 To: holmbywestwood@yahoogroups.com
 Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): *Neil & Lisa Quateman*
 921 Thayer Avenue
 Los Angeles CA 90024

Address: City, Zip:

Neil 7/21/10

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

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- The only improvement this segment of Wilshire needs is resurfacing of Wilshire Blvd.

Stephen P. Reid

From: holmywestwood@yahoogroups.com on behalf of hwpoa@aol.com
Sent: Monday, July 19, 2010 8:55 PM
To: holmywestwood@yahoogroups.com
Subject: [Holmy-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): STEPHEN P. REID / GINA A. REID

Address: 533 LORING AVE City, Zip: LA 90024


I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

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- The only improvement this segment of Wilshire needs is resurfacing of Wilshire Blvd.
- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines

7/20/2010

Subj: **Fw: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
Date: 7/20/2010 11:00:51 A.M. Pacific Daylight Time
From: 
To: hwpoa@aol.com

Please submit this petition on behalf of the following residents: Gary and Su Reuben and Chris and Melissa Rooke at 748 South Beverly Glen Blvd., Los Angeles, CA 90024.

Thank you.

Susan Reuben

--- On **Mon, 7/19/10**, hwpoa@aol.com <hwpoa@aol.com> wrote:

From: hwpoa@aol.com <hwpoa@aol.com>
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition
To: holmbywestwood@yahoogroups.com
Date: Monday, July 19, 2010, 8:55 PM

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd. , PMB 573, Los Angeles , CA. 90024. Thank you.

Name (please print):

Address:

City, Zip:

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

Tuesday, July 20, 2010 AOL: Hwpoa

From: hwpoa@aol.com

To: holmbywestwood@yahoogroups.com

Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Date: Mon, Jul 19, 2010 9:57 pm

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): *Sandra Rosenbaum*

Address: *465 LORing Ave* City, Zip: *LA 90024*

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

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- The **only** improvement this segment of Wilshire needs is **resurfacing** of Wilshire Blvd.
- With 2 lanes eliminated during AM and PM rush hours, two of the three other bus lines (20 &

Subj: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition
Date: 7/20/2010 12:20:19 A.M. Pacific Daylight Time
From: [REDACTED]
To: hwpoa@aol.com
CC: [REDACTED]

FROM:

Name : Karen Rosin

Address: 938 Malcolm Avenue

City, Zip: Los Angeles, CA 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.


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Tuesday, July 20, 2010 AOL: Hwpoa

Subj: **FW: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
 Date: 7/20/2010 7:53:42 A.M. Pacific Daylight Time
 From: 
 To: hwpoa@aol.com

From: holmbywestwood@yahoogroups.com
 [mailto:holmbywestwood@yahoogroups.com] **On Behalf Of** hwpoa@aol.com
Sent: Monday, July 19, 2010 8:55 PM
To: holmbywestwood@yahoogroups.com
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print):

Jerry Rosin

Address:

City, Zip:

822 Warner Ave, Los Angeles, Ca 90024


I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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Tuesday, July 20, 2010 AOL: Hwpoa

Subj: RE: [Holmby-Westwood Property Owners Association] Busway EIR Petition
 Date: 7/19/2010 11:56:49 P.M. Pacific Daylight Time
 From: 
 To: hwpoa@aol.com

Name (please print): Nora Rozengurt, Enrique Rozengurt, Marcelo Rozengurt

Address: 10530 Strathmore Dr
Angeles, 90024

City, Zip: Los

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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- The **removal of parking spaces** on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe problems for residents, schools, churches, synagogues, and businesses. Labeling such as a "social issue" in no way diminishes the severity of the adverse impact.
- The **removal of mature** trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise. Increased noise and vibration

Tuesday, July 20, 2010 AOL: Hwpoa

Subj: RE: [Holmby-Westwood Property Owners Association] Busway EIR Petition
 Date: 7/20/2010 8:49:59 P.M. Pacific Daylight Time
 From: 
 To: hwpoa@aol.com

Name (please print): Melinda Sachs

Address: 739 Thayer Ave
90024

City, Zip: Los Angeles, CA


I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the following reasons:

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- An **adverse impact on property values** will occur.
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- There is **no justification** for the assumption that the number of people moved will increase because buses will go faster.
- The **removal of parking spaces** on Wilshire (almost 100) and loss of

Wednesday, July 21, 2010 AOL: Hwpoa

Subj: **bus**
 Date: 7/20/2010 8:45:29 A.M. Pacific Daylight Time
 From: 
 To: Hwpoa@aol.com
 Name (please print): Caron Schwartz

Address: 738 Holmby Ave
 Ca 90024

City, Zip: Los Angeles


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- The **removal of parking spaces** on Wilshire (almost 100) and loss of delivery access to high-rise residential during peak hours will cause severe

Tuesday, July 20, 2010 AOL: Hwpoa

Subj: **bus lane**
Date: 7/21/2010 10:56:35 A.M. Pacific Daylight Time
From: 
To: hwpoa@aol.com

Name (please print): annette shulman

Address: 10426 lindbrook drive
Zip:90024

City,

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

Subj: **FW: [Holmby-Westwood Property Owners Association] Busway EIR Petition**
 Date: 7/20/2010 4:02:28 P.M. Pacific Daylight Time
 From: [REDACTED]
 To: hwpoa@aol.com

From: holmbywestwood@yahoogroups.com [mailto:holmbywestwood@yahoogroups.com] **On Behalf Of** hwpoa@aol.com
Sent: Monday, July 19, 2010 8:55 PM
To: holmbywestwood@yahoogroups.com
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): Carolyn Taff

Address: 701 Warner Ave., Los Angeles, CA 90024

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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- There is currently **no** traffic delay during peak hours between Glendon and Comstock along this residential mile.
- There is **no justification** for the assumption that the number of people moved will increase

Tuesday, July 20, 2010 AOL: Hwpoa

Subj: Fw: [Holmby-Westwood Property Owners Association] Busway EIR Petition
Date: 7/20/2010 8:43:56 A.M. Pacific Daylight Time
From: 
To: hwpoa@aol.com

----- Forwarded Message -----

From: "hwpoa@aol.com" <hwpoa@aol.com>
To: holmbywestwood@yahoogroups.com
Sent: Mon, July 19, 2010 8:55:29 PM
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd. , PMB 573, Los Angeles , CA. 90024. Thank you.

Name (please print): Ellen Turner

Address: 10589 Wyton Dr.

City, Zip: L.A. 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative project which includes the removal of the Wilshire Blvd jut-outs and which create peak period bus-only lanes in Westwood between Glendon and Comstock.

I support a NO PROJECT alternative between Comstock Ave. and Westwood Blvd. for the following reasons:

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Tuesday, July 20, 2010 AOL: Hwpoa

J/S Brown

1524

From: [REDACTED]
 To: <holmbywestwood-owner@yahoogroups.com>
 Sent: Monday, July 19, 2010 10:00 PM
 Subject: Fwd: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024.
 Thank you.

Name (please print): Patricia Weiner

Address: 411 Lomond Avenue L.A. CA
 90024 City, Zip:

I support the exclusion of bus-only lanes on the stretch of Wilshire between Glendon and Comstock. Dedicated bus lanes between Glendon and Comstock offer no transit advantage to bus riders or communities along this corridor.

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7/23/2010

J/S Brown

1525

From: [REDACTED]
 To: <holmbywestwood-owner@yahogroups.com>
 Sent: Monday, July 19, 2010 10:01 PM
 Subject: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024.
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Name (please print): Ron Weiner

Address: 411 Lomond Avenue L.A.
 90024 City, Zip:

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- The **removal of parking spaces** on Wilshire (almost 100) and loss of delivery

7/20/2010

Name (please print): Louis W. Weisberg, m.d.

Address: 10564 Lindbrook Dr. City, Zip: Los Angeles, CA 90024

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- The removal of mature trees will cause significant impacts on quality of life and air quality, and will decrease natural barriers to traffic noise. Increased noise and vibration impacts will occur from buses running closer to residential high rises.

Name (please print): Olivia Weisberg

Address: 10564 Lindbrook Dr. City, Zip: Los Angeles, CA 90024

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Rick Wilson

From: <hwpoa@aol.com>
To: <holmbywestwood@yahoogroups.com>
Sent: Monday, July 19, 2010 8:55 PM
Subject: [Holmby-Westwood Property Owners Association] Busway EIR Petition

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print):

PATTY E Richard Wilson

Address:

641 Thayer Ave.

City, Zip:

LA, CA 90024

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Subj: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition
Date: 7/21/2010 9:33:04 P.M. Pacific Daylight Time
From: [REDACTED]
To: holmbywestwood-owner@yahoogroups.com

On Mon, 19 Jul 2010 23:55:29 -0400 (EDT) hwpoa@aol.com writes:

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print):

Alfred Wong

Address:

City, Zip:

1017 Westholme Avenue Los Angeles, 90024

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Thursday, July 22, 2010 AOL: Hwpoa

Subj: Re: [Holmby-Westwood Property Owners Association] Busway EIR Petition
Date: 7/21/2010 9:29:17 P.M. Pacific Daylight Time
From: [REDACTED]
To: holmbywestwood-owner@yahoogroups.com

On Mon, 19 Jul 2010 23:55:29 -0400 (EDT) hwpoa@aol.com writes:

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print):

Lydia Wong

Address:

City, Zip:

1017 Westholme Avenue, Los Angeles, CA 90024

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Thursday, July 22, 2010 AOL: Hwpoa

Subj: **Wilshire Bus Rapid Transit (BRT) DEIR PETITION**
 Date: 7/20/2010 9:11:25 A.M. Pacific Daylight Time
 From: [REDACTED]
 To: hwpoa@aol.com
 Mark Wurtzel
 920 Westholme Avenue
 Los Angeles, CA 90024

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Tuesday, July 20, 2010 AOL: Hwpoa

Wilshire Bus Rapid Transit (BRT) DEIR PETITION

1532

Fill in your name and address and email to hwpoa@aol.com or mail to HWPOA, 914 Westwood Blvd., PMB 573, Los Angeles, CA. 90024. Thank you.

Name (please print): *marilouise Zager*

Address: *543 Warner Ave* City, Zip: *Los Angeles 90024*

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To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Dr. Joseph A. Kechichian

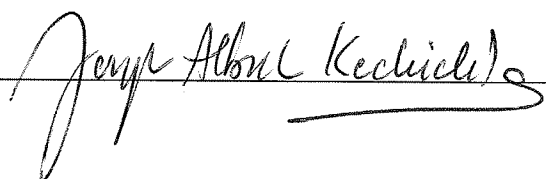
Address: 10590 Wilshire Boulevard, #1704

City, Zip: Los Angeles, California 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juxtouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of juxtouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed

A handwritten signature in black ink, appearing to read "Joseph A. Kechichian", is written over a horizontal line. The signature is fluid and cursive, with a long horizontal stroke extending to the right.

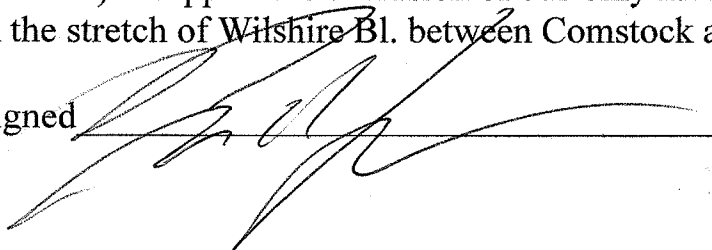
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: PEYMAN KOHARZADEH
Address: 10433 WILSHIRE BLVD #304
City, Zip: L.A. 90024

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Signed

A handwritten signature in black ink, appearing to read 'Peyman Koharzadeh', is written over a horizontal line.

To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: Henny Daly
Address: 10433 Wilshire Blvd # 808
City, Zip: Los Angeles Ca. 90024

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Signed Henny J. Daly

TO: MTA
RE: Wilshire Bus Rapid Transit (BRT) DEIR
C/O: MarthaButler, Project Manager-Wilshire BRT
MTA
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Sirs:

I do NOT support the Wilshire Bus Rapid Transit Project or any Alternative Projects which include the removal of the curbside jutouts and which create "bus only" lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

The Proposed Project and Alternatives all include stretches of Wilshire Bl. which already do not include "bus only" lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of "bus only" lanes and retention of curbside jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves in the Westwood Wilshire Corridor.

Signed: Valerie T. Glassman

Date: 7/21/10

Printed Name: VALERIE T. GLASSMAN
Address: 10540, WILSHIRE BLVD., #1801
City, Zip: LOS ANGELES, CALIF. ~~90024~~ 90024

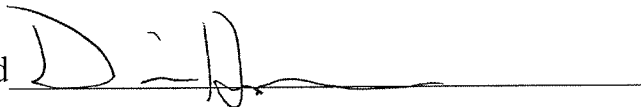
To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: DAVID HOLENDER
Address: 10535 WILSHIRE BLVD. #1802
City, Zip: L.A., CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the juitouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed



To MTA re Wilshire Bus Rapid Transit (BRT) DEIR

Printed Name: ELVIRA SCHWARTZ PRESIDENT.
 Address: WILSHIRE MARQUIS 10535 Wilshire Blvd
 City, Zip: LOS ANGELES, CA 90024

I do NOT support the Wilshire Bus Rapid Transit Project or any alternative projects which include the removal of the jutsouts and which create bus only lanes in Westwood from Comstock Ave. to Glendon Ave. for the following reasons:

The proposed project and Alternatives all have stretches of Wilshire Bl. which do not include bus only lanes (Downtown, Beverly Hills, and Santa Monica.). I support the exclusion of bus only lanes and retention of jutsouts in the stretch of Wilshire Bl. between Comstock and Glendon Aves.

Signed Elvira Schwartz Board President

My signature represents all our units 208 in total. We are all against this project.

Thank you!

We, property owners/renters on Wilshire Boulevard, Los Angeles, Ca 90024

are AGAINST the BUS-ONLY LANE proposal.

#	Name	Association	Fax	E-mail	Position	Signature
1	BOBBY LEICH	CROWN TOWERS		rmlepuke@gmail.com	Treasurer	<i>[Signature]</i>
2	CHUCK FISHER	CROWN TOWERS-ME		chuckfisher@comcast.net	President	<i>[Signature]</i>
3	Elvira Schwartz	Wilshire Mansions		elviraschwartz@aol.com	President	<i>[Signature]</i>
4	Alyssa DeLeo	The Remington		adeleo@cox.net	President	<i>[Signature]</i>
5	DANIEL HOLLANDER	WILSHIRE MANOR		dan.hollander@gmail.com	President	<i>[Signature]</i>
6	Henry Eagle	BLAIR HOUSE		DAVID@DAVIDHOLLANDER.COM	President	<i>[Signature]</i>
7	Sandy Brown	HWPOA		HOLLY@BLAIRHOUSE.COM	President	<i>[Signature]</i>
8	Kathy Grunberg	Terminator		sandy10778@yahoo.com	President	<i>[Signature]</i>
9	James Mettlen	10560 Wilshire		themettlen@hotmail.com	President	<i>[Signature]</i>
10	Michael Litwin	MIRASABELLA		luckywithy@hotmail.com	President	<i>[Signature]</i>
11	JERRY WARKAN	WILSHIRE REGENT		GWARKAN@AOL.COM	President	<i>[Signature]</i>
12	Jessie Shapiro	Wilshire Holmby		Jessie.Shapiro@aol.com	President	<i>[Signature]</i>
13	J. KACHICHIAN	WEST HOLME	310-446-0239	JOEGCC@aol.com	VP	<i>[Signature]</i>
14	DAVID ARKALL	PARK WILSHIRE		DAVIDEARKALL@GMAIL.COM	President	<i>[Signature]</i>
15	JEROD A. GAYNOR	"	310-225-4720	thegaynor@comcast.net	President	<i>[Signature]</i>
16	Tracey Wolin	The Diplomat	310-225-4720	thegaynor@comcast.net	President	<i>[Signature]</i>
17	Kathryn Roberts	La Tour	310 281 2501	katourwilshire@aol.com	GM	<i>[Signature]</i>
18	Dr. H. A. Bar	The Churchill	621 532-7808	mllebar@comcast.net	VP	<i>[Signature]</i>
19	Ellen Bar	Churchill				<i>[Signature]</i>
20	William M. Bar	Churchill				<i>[Signature]</i>

We, property owners/renters on Wilshire Boulevard, Los Angeles, Ca 90024

are AGAINST the BUS-ONLY LANE proposal.

	Name	Association	Position	Signature
1	ROBERT LEICA	CROWN TOWERS	TREASURER	[Signature]
2	CHUCK LISARD	CROWN TOWERS	GENERAL MGR.	[Signature]
3	FELI BAR	The Carlyle		[Signature]
4	DAVID HOLINGER	WILSHIRE (HILK) GARDENS	Treasurer	[Signature]
5	Nancy Mohr	Remington Plaza	G.M.	[Signature]
6	Mike Mooney	" "	Board Member	[Signature]
7	Mina KAROON	Westholme	V.P.	[Signature]
8	Leonard F. Webb	Maude Antevinske	Pres	[Signature]
9	ROBERT WIVITT	Wilshire House	Pres	[Signature]
10	Edwin Schuch	Wilshire Maquies	President	[Signature]
11	Kathy Duckman	Ten Five Fifty	Secretary	[Signature]
12	JUDY RICHMAN	10566	V.P.	[Signature]
13	JULIAN MAYER	WILSHIRE	G.M.	[Signature]
14	DONNA CURRIE	THE WILSHIRE	G.M.	[Signature]
15	TOM MEEHAN	" "	PRES.	[Signature]
16	ROBERT CHAPMAN	CHURCHILL	PRES.	[Signature]
17	Peter Fay	Wilshire Regent	G.M.	[Signature]
18	Bob Haskins	" "	V.P.	[Signature]
19	Kathy Roberts	Lit Tour	G.M.	[Signature]
20	JERRY BROWN	DIPLOMAT	PRES.	[Signature]

2/8/5

1541

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Form Petitions in Support of the Proposed Project

The following petitions to support the proposed project have been submitted. The project support has been noted and will be forwarded to the decision makers for consideration.

Most of the comments in support of the project urge adoption of Alternative A with the inclusion of the segment between Valencia Street and Park View Street. Please refer to Master Response No. 7 regarding the request to include the segment between Valencia Street and Park View Street in Alternative A.

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As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

This sounds like a great way to help improve traffic delays & make metro even better.

Sincerely,

Name:

Jordan Junt

Address:

Signature

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

It will help all the people riding the Bus.

Sincerely,

Name:

Babity Baham

Address:

3577 Century Blvd

Signature

Business or organization:

Painter

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I think this is a good idea

Sincerely,

Name:

Jimmy Clayton

Address:

344 E. 137th

Signature

[Signature]

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Sooner the better

Sincerely,

Name:

ARTHUR MARUFFO

Address:

74 Praetor

Signature

[Signature]

Business or organization:

Veteran

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I like your idea on this project

Sincerely,

Name:

Wardell Stewart

Address:

517 San Julian St

Signature

Wardell Stewart

Business or organization:

Loss prevention officer

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I THINK THIS A GOOD IDEA

Sincerely,

Name:

John F. Jones

Address:

25100 1st St Bldg 16

Signature

John F. Jones

Business or organization:

18700

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I think its a good idea

Sincerely,

Name: Diana Posada

Diana Posada
Signature

Address: 90004

Business or organization: _____

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

The more bus lanes the better and even better to see through Beverly Hills.

Sincerely,

Name: Kathryn Maslam

Kathryn
Signature

Address: 3355 Wilshire #214 90010

Business or organization: _____

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Good idea

Sincerely,

Name:

Nadia Mejia

Address:

8757 Boclairman

Signature

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I supported the bus riders union

Sincerely,

Name:

BERNARDO BLANCO

Address:

2717 W ROSECRANS APT #5
GARDENA CA 90249

Signature

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support all you project present & future

323-351-3203

Sincerely,

Signature

Name:

Address:

Business or organization:

LA 90031

William J. Mungua
2214 PASADENA AV #3
INVESTIGATIONS
SECURITY

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support this idea. this will make my trips faster, mid wilshire is always busy. The one lane bus, will help alot.

Sincerely,

Signature

Name:

Address:

Business or organization:

Linda Fernandez

1056 S. Normandie Ave

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support this idea to the fullest. I think it would be better for everyone who takes the bus.

Sincerely,

Signature

Name: Lanae Griffin

Address: 4135 Somerset Ave. 90008

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

It would help people

Sincerely,

Signature

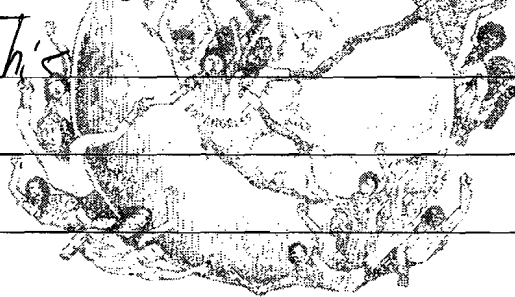
Name: King Smith

Address: 509, Longbow St

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I Support This



Sincerely,

Name:

Debra Jackson

Address:

4808 August St #3 LA CA 90068

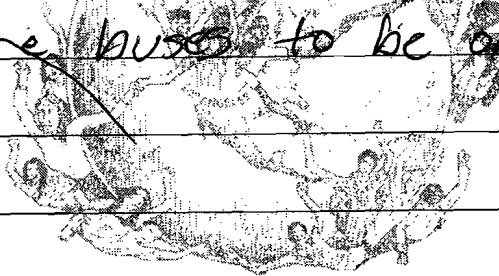
Signature

Debra Jackson

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I would like the buses to be on time more time



Sincerely,

Name:

Chris Gray

Address:

603 Wilshire Blvd 4827 90017

Signature

Chris Gray

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

We should have a bus only lane not only on Wilshire but all over because there is too much traffic

Sincerely,

Name: Carlee Coleman

Carlee Coleman
Signature

Address: 5328 5th Avenue, LA CA 90043

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

- Having a bus lane only would help not only for the convenience of the riders but it would cut down on time ~~and~~ in traffic and it would help the risk of buses getting in wrecks with other cars.

Sincerely,

Name: Abby Williams

Abby Williams
Signature

Address: 636 S. Cochran Ave Apt. 208

Business or organization: _____

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

If find that the busses
do not keep to a timely
schedule, and I understand
that fall like it be
something that needs to happen
but not at the same time that rides it

Sinceramente,

Nombre:

Dirección:

Firma

Negocio o organización:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Yes, I ride the 720 everyday and adding the
"Bus Only lane" would seriously impact me in a good
way. By helping me save extra time in the mornings
and afternoons.

Sincerely,

Name: Davey Thornberry

Address: 624 Orme Ave. L.A. CA. 90023

Signature

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

The bus service is very poor.
Please change this.
People are too poor for the fare ~~that~~ that
we are forced to pay.

Sincerely,

Name:

Josephine Kesava Campbell

Address:

501 E. 7th St. #304
LA 90014

Signature

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Would love this idea cause it would
help out in so many ways. Global
Warming is the main thing. Another
is getting on time to where we
need to go. Thanks.

Sincerely,

Name:

Pablo Zazueta

Address:

3224 Granada St. LA, Ca
90065

Signature

Business or organization:

4 Seasons

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Bus lane will be safer for accidents and help with a smoother faster commute

Sincerely,

Name:

Christina Odom

Address:

3200 Wilshire Blvd 111-146
LA, CA 90010

Signature

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

The 720/20 1920 on Wilshire would flow with a bus-only lane. I take the bus 1/2 the time & drive the other half & having a lane only for buses would be great for everyone: it is frustrating driving behind buses & also dealing with traffic on the bus.

Sincerely,

Name:

Sarah Ellis

Address:

269 S. Van Ness Ave Los Angeles,
CA 90004

Signature

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support the idea of a bus only lane because of the long term benefits to both the environment and commuters alike.

Sincerely,

Name:

Irving Garcia

Address:

3005 Ganahl St. Los Angeles CA 900063

Signature

Business or organization:

N/A

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

yo estoy de acuerdo en el proyecto ahora más tiempo.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I am in agreement with the project, it will save more time.

Sinceramente,

Nombre:

Aura Alfonso

Dirección:

4509 Mark Wood Av. G.C.A.S.A. 90004

Firma

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 1558

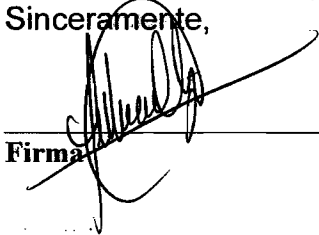
Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Estoy de acuerdo con todo esto

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I am in agreement with everything.

Sinceramente,



Nombre:

Juliana Alonzo

Dirección:

681 Shatto Pl

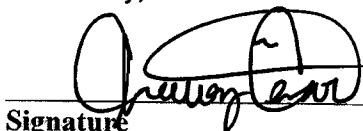
Negocio o organización:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I really liked this project, but it's important to include the segment from Valencia to Park View. I live around this area and it would be beneficial for me and other bus riders to include this segment.

Sincerely,



Name:

Cesar Chavez

Address:

820 S Park View St. #110 LA, CA 90057

Business or organization:

Bus Riders Union

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 559

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Si Estoy de acuerdo sería una buena idea

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: Yes, I am in agreement, it will be a good idea.

Sinceramente,

Nombre:

Jose Alberto

Dirección:

21010 Griffith Ave

Negocio o organización:

Costura

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

I support!

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I support!

Sinceramente,

Nombre:

Mixra Monzon

Dirección:

3912 W. 8th St. #6 LA CA 90005

Negocio o organización:

Firma

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

IMPIDIENDO
LA CALLE ALVARADO
PARA CARRILES

Sinceramente,

Nombre

DAVIDA MORALES

Dirección:

1130 LAKE ST. 90508

Signature

Negocio o organización:

LOS ANGELES SARDINERO

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: (comment illegible) Alvarado Street for bus lanes.

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Queremos que pague el proyecto.

DAVIDA MORALES

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: We would like the project to be paid for.

Sinceramente,

Nombre

Martin Salas

Dirección:

625 S. Burlington Ave

Signature

Negocio o organización:

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Pido que incorporen la Ave. Alvarado para beneficios de todos

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I ask that Alvarado be included for the benefit of all.

Sinceramente,

Nombre

Gomez Maria T.

Dirección:

Zoe y Saturn 90255

Signature

Negocio o organización:

Soy Pasajera

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I ADVOCATE THE IMPLEMENTING
OF A BUS ONLY LANE ROUTES,
THIS IS A TRAFFIC FRIENDLY
ENVIRONMENTALLY CONSCIOUS MUST!

Sincerely,

Name:

KEVIN HAYES

Address:

545 SAN PEDRO 90023

Email:

Signature

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

This is a great idea to better facilitate the population that does rely on punctuality of public transportation

Sincerely,

Willie Rogers Jr.
Signature

Name: *Willie Rogers, Jr.*

Address: _____

Email: *rogersjr118@yahoo.com*

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I really think is a great idea and I strongly support this project cause there would be a lot of people benifiting from it.

Sincerely,

Carlos Mendez
Signature

Name: *Carlos Mendez*

Address: *554 S Chicagost L.A CA.*

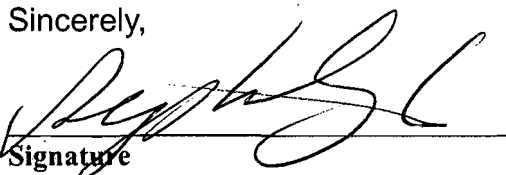
Email: *dragon0696@yahoo.com*

Business or organization: _____

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support this project, for our environment.

Sincerely,


Signature

Name:

Stephane Gyrind

Address:

Email:

StephaneGyrind@aol.com

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I take the bus almost everyday and I feel this would help alot with ~~gette~~ getting
were
~~we~~ I need to go faster.

Sincerely,


Signature

Name:

Jeremy Espinoza

Address:

9515 Farragut Dr.

Email:

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I THINK There ~~92nd~~ STOP IN VA HOSE

Sincerely,

Name: ALMA LLAMAS

Address: _____

Email: _____

Business or organization: _____

Alma

Signature

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Please do this. It would be a happier bus rider if my time would go by faster. Public Trans is beter less cars on roads.

Sincerely,

Name: Efren Duque

Address: 711 Euclid Ave. Los Angeles CA

Business or organization: _____

Efren

Signature

90023

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 1565

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

YO ME SESITO. ESTA PARADA

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I need this bus stop.

Sinceramente,

Nombre: RICARDO CABRERA VARGAS

Dirección: 615 TH ST. 27 AV. 90011

RICARDO C. V

Firma

Negocio o organización: PASAJERO

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Si YO APOYO

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I support.

Sincerely,

Name: Edica Hernandez

Address: 3057 Leeward ave #3 L.A. CA 90005

Signature

Business or organization:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 1566

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Este proyecto sera magnifico y excelente.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: This project would be superb and excellent.

Sinceramente,

Nombre Mercedes Lara

Dirección: 2046 E. Lucen St. Compton, CA
90222

Signature

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Pido que incluyan la parada Alvarado

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I ask that you include the Alvarado bus stop.

Sinceramente,

Nombre: Salvador Cabral

Dirección: 600 W 27th St

Firma

Negocio o organización: _____

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

because this is problem the people south central
povr we need, please, posible get back more
cheep. povr area, payment, is expensive.
Lord god, the job, the rent, am Mirna Ayala
have Sincerely.
Nombre: Mirna Ayala

Sinceramente,

Firma: Mirna Ayala
Myra

Dirección: 3305 W 68th St
(323) 751-7955
Negocio o organización:

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Si estoy de acuerdo

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I am in agreement.

Sinceramente,

Firma: Pablo Esposito
Nombre: Pablo Esposito
Dirección: 40011
Negocio o organización:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

The Bus lane I think should go past Alvarado. I ~~am~~ always ride the wilshire bus ~~so~~ I think it should be expanded as far as possible

Sincerely,

Name: Angelica Marroquin

Angelica Marroquin
Signature

Address: 621 st. Hillview

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

As a student who is focusing on social and environmental/sustainability issues its major. I know that this program will be important! Bus only lanes will increase their speed & money, with the better quality/service

Sincerely,

Name: Aracely Barboza

Address: 4130 E. 1st Street 90063

Aracely Barboza
Signature

Business or organization: Bus Riders Union

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

MORE BUS. ~~NO~~ we need the one only line
so we can get car off the street.
SO NO MORE POLLUTION on the street.

Sincerely,



Signature

Name:

PETER BELTRAN

Address:

1507 1/2 E 21ST LA CA 90011

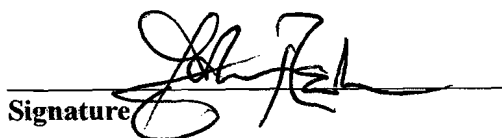
Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

IT SHOULD BE EXTENDED TO ALSO INCLUDE
A MAJOR STOP - ALVARADO BLVD. SO, THE
BUS-ONLY LANE NEEDS TO BEGIN BEFORE
ALVARADO BLVD.

Sincerely,



Signature

Name:

JOHN BELL

Address:

725 S. WESTLAKE - Los Angeles, CA 90057

Business or organization:

BUS RIDERS UNION

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Please include the segment from Valencia to Parkview in Westlake-Alvarado in your final plan.

Sincerely,

Name: Ivone Mendora

Address: 8208 Fernadel Ave Pico Rivera CA

90660

Business or organization: BRU

Ivone Mendora
Signature

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

PLEASE MAKE THE BRT AS CONVENIENT & EASY TO USE
AS POSSIBLE.

Sincerely,

Name: DONNA GOOLEY

Address: 12234 CHANDLER BLVD W 91607

Business or organization: _____

Donna Gooley
Signature

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Please don't stop service in any area. People need to get around & travel. Service is vital.

Sincerely,

Name: Leona Gerichter

Leona Gerichter

Signature

Address: 221 S. Gable Dr, Beverly Hills

Business or organization: Passenger

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

As I spoke about at a Public Hearing, this corner is always well traveled, especially during rush hour. Not stopping at this corner will have a significant impact on traffic of bus riders. Please help the congestion by putting a stop here in your plan.

Sincerely,

Bonnie Stillwater

Signature

Name: Bonnie Stillwater

Address: 3603 1/2 W. 6th St #189, LA, CA 90020

Business or organization: BRU

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

*I Regular bus rider
this will be good ~~off~~ because we can
use the time in something else*

Sincerely,

Name:

Effie Prego

Address:

*4341 Island Way #1020
L.A. 90041*

Signature

Effie Prego

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

We need Alvarado street is Very Important

Sincerely,

Name:

David Odonez

Address:

846 S. Berendo #108

Signature

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

FASTER PICK-UPS / BETTER SERVICE / LESS OVER-
CROWDING / LESS SARDINE PACKING

Sincerely,

Name: JOHN JR. LEE RAMSEY RHODES

John Jr. Lee Ramsey Rhodes
Signature

Address: 9029 AIRPORT BLVD. #88453 L.A., CA 90009

Business or organization: BUS RIDERS UNION

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

This BRT project will greatly benefit me
as far as mobility, because I live near
Wilshire BLVD, but I also want the segment
from Valencia to Park View in Westlake Alvarado

Sincerely,

Name: Shepherd Petit

Shepherd Petit
Signature

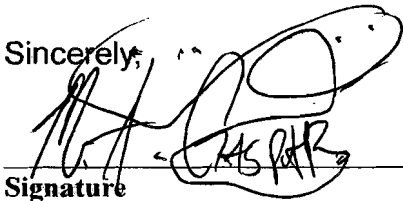
Address: 440 S Beverly #126

Business or organization: Bus riders union

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Easy travel, less time. Benefit the community.

Sincerely,



Signature

Name: Marco A. Gaspar

Address: 514 S. Westlake Ave 107 LA CA 90057

Business or organization: Bus Riders Union LCSC

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

This is a good idea. Some people need to arrive at work on time. Some people have cars, but they can save money on gas by taking the bus. I would have more time to spend with my family if this project goes through.

Sincerely,



Signature

Name:

Teferino Zaccarias

Address:

2858 S. Lee Road 90005

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

L.A. has become undrivable at times during the day, public transportation needs to be improved and expanded. Equally important is the improvement on our environment with the reduction in carbon emitted.

Sincerely,

Name: Michael Cochran

Address: usmichael898@yahoo.com

Signature

Business or organization: Citizen

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I am a student at Los Angeles City College and I travel around the city by bus from west to east alot. This area is of interest to me (Valencia to Park View in Westlake-Alvarado)

Sincerely,

Name: Clinton Cameron

Address: 6006 Dauphin Ave LA CA 90034

Signature

Business or organization: Bus Riders Union

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Sounds great, I hope to make it a

Sincerely,

Name:

June V. Walker

Address:

5439 Russell Ave

Signature

June V. Walker

Business or organization:

BRL

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I agree on that one, make the Wilshire BRT a reality!

Sincerely,

Name:

Robert M. Taylor

Address:

P.O. Box 75217, Los Angeles, CA 90075-0217

Signature

Robert M. Taylor

Business or organization:

LA Cafe

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I DO SUPPORT THE SEPARATE LANE FOR THE BUS ONLY AND EDUCATE PEOPLE TO CATCH SUBWAY AND TRAIN AND BUSES AND I CATCH BUSES 7 DAYS A WEEK.

Sincerely,

Jacqueline Ashouroof
Signature

Name:

JACQUELINE ASHOUROOF

Address:

11360 TOWA AVE #103
L.A. CA 90025

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Less impact on environment, encourages people to ride MTA.

Sincerely,

Lydia Arellano
Signature

Name:

Lydia Arellano

Address:

2724 1/2 Boulder St, LA, CA 90033

Business or organization:

Commuter

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support this, as a voter I think that this is a good idea. For buses are unfair

Sincerely,

Name: HAKEEM HAWTHORNE

Address: 1416 E Compton CA 90221

Signature

Business or organization: community coalition

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I strongly agree w/ what MTA is doing

Sincerely,

Name:

KENDRICK COLEMAN

Address:

1574 N. Serrano St
LA CA 90078

Signature

Business or organization: _____

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I agree with more lanes for
not being traffic jams and delays
this idea rules

Sincerely,

Name: Andre Richardson

Address:

Signature

Business or organization:

Security

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

It's imperative that we have that I believe it's need for
people like my commuting to and from work daily

Sincerely,

Name:

Rod Lewis

Address:

Los Angeles, Ca.

Signature

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

This will be a great benefit for people who need this service

Sincerely,

Joseph King
Signature

Name: Joseph King

Address: 11301 Wilshire Blvd

Business or organization: U.S. Veteran

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

BTR Has to promise for clean air
- pollution AND remove cars with smog
problems (1000+ people are poisoned!!)
- Because our air O-zone is gone
WHAT-NEXT, EVERY YEAR THE SUN GETS
CLOSER, CLOSER (CANCER) - Raymond Salazar
Other: VINCUS

Sincerely,

RSR
Signature

Name: Retired Vietnam Vet

Address: 4015 ARMAR AVE #207
L.A. CA 90020

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

make sure of time/gas safety and saving the buses
 Schedule timely pick up
 Secure Seating for seniors
 Security on buses

Sincerely,

Name: Shelly Wellington

Address: 7631 Vineland Ave

Business or organization: Gearys

Shelly Wellington
 Signature

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I am from Brazil and bus only lanes exists there, they work quite well. The concept would definitely help traffic, people need faster public transportation, the lack of it forces us to get cars.

Sincerely,

Name: Cleber Sonu

Address: 1237 Arapahoe St, Los Angeles CA
 #308
 90006

Cleber Sonu
 Signature

Business or organization: _____

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I RIDE FROM Long Beach every day.
IT would be nice to make it
easier and FASTER FOR MY 720 BUS
to take me to work to U.A. every day.

Sincerely,

Name:

David-David

Address:

Long Beach CA.

Signature

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Let's make a change.

Sincerely,

Name:

Claudine Douthard

Address:

P.O. Box 78621

L.A., CA 90016

Signature

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I Am in FAVOR OF BUS LANE.

Sincerely,

Signature

Name:

Address:

Business or organization:

ROBERT HALL

46927 GLENDALE RD
LANCASTER, CA 93535

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

We need it

Sincerely,

Signature

Name:

Address:

Business or organization:

GEORGE MINOR

P.O. BOX 90872
PASADENA CA 91109

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

We the people who ride this bus & other Metro
need respect for our time, clean air,
same but in the future.
GOD Bless America

Sincerely,

Signature

Name:

Address:

Business or organization:

Air Tenz

3253 Marine Ave

CARPENA, CA 90249

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Open it.

Sincerely,

Signature

Name:

Address:

Business or organization:

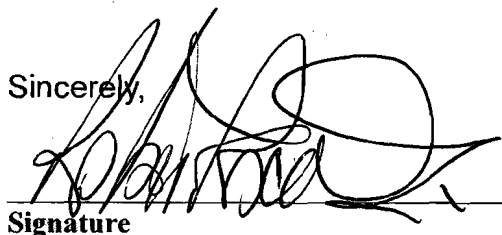
Luis A. Castro

1008 S. Westmoreland.

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I FEEL THIS WOULD AFFECT MY TRAVEL IN A TREMONDEOUS WAY, TIME AND MONEY...

Sincerely,



Name:

Roberto Roca

Address:

541 MAIN ST.

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I agree with everything
bike/bus only lane.
A Wilshire bridge

Sincerely,



Name:

ANILDA CRUZ

Address:

235 S. SAN PEDRO
LOS ANGELES, CA 90012

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I feel they should stabilize bus prices and make the commutes more faster. Build better rail system travelling down the most crowded lines such as Wilshire & Vermont

Sincerely,

Signature

Name:

Address:

Business or organization:

DeAndre Haynes

717 W. 50th St

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

for this program it is pretty convenient for everybody more time saved and people who ride the bus continuously will get their money's worth.

Sincerely,

Signature

Name:

Address:

Business or organization:

Michael Sanchez

1701 New Hampshire Ave.

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I think they should reduce the number of buses and I also support bus lane and they should do this also on Pico Blvd and Olympic Blvd thank you

Sincerely,

Name:

Fariborz Nikoo

Signature

Fariborz Nikoo

Address:

1456 S. Beverly Dr.

Business or organization:

LA. ca. 90035

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Because we need clean air buses and trains

Sincerely,

Name:

Stephanie Brock

Address:

2716 S. Palmgrove Ave

Business or organization:

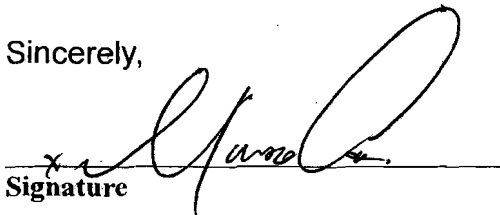
Stephanie Brock

Signature

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I agree to the project due to many traffic this will be more
~~much~~ fast and a good way to travel. Specially during Rush
 Hours.

Sincerely,



Signature

Name: Mauro Ortega

Address: 963 S. Dacotah St. L.A, C.A
90023

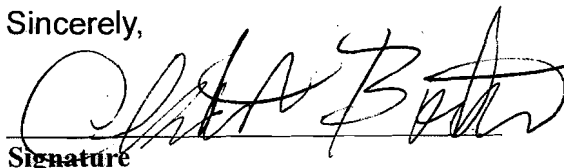
Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

A Bus only lane too me it
 would enable me to get were I'm
 going And After when I get there
 Be able to obtain better service

Sincerely,



Signature

Name: Clarkston Buttan

Address: PO Box 4472 94914

Business or organization: _____

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

*This is such a great idea, now come
i didn't of this myself. i believe
"MTA" will get me to work faster, and
more safer. need a volunteer in here,*

Sincerely,

Name: Juan Cabrera

Address: 871 South Wilton Place

Juan Cabrera
Signature

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

*As a citizen of Los Angeles belief that
this project would help considerably to
the working class and educated people*

Sincerely,

Name: Anthony S. Moreno
14830

Address: BLUEBERRY RD. CA 92015
MORENO VALLEY

Anthony S. Moreno
Signature

Business or organization: _____

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support this idea of a ~~dedicated~~ dedicated
Lane ~~for~~ especially for buses.

Sincerely,

Name: Theresa Welsh

Address: 1548 5th St #306, LA 90401

Signature

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I want to be early to work.

Sincerely,

Name: Mitchell Hernandez

Address: 5240 Almont St L.A. CA,
90032

Signature

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Yes I would love to see BUS ONLY
LANES EVERYWHERE.

THANK YOU

Sincerely,

Name: Bryl Cruz

Address: 90640

Bryl Cruz
Signature

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I would like ^{for} to this done.
It would save a lot of time.

Sincerely,

Name: Clydie Daniels

Address: 1749 WML King Blvd

Clydie Daniels
Signature

Business or organization: (323) 298-7405

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

It'll be a way better bus ride all the time. I use the Wilshire bus 7 days a week so it'd be a good improvement

Sincerely,

Name: Edwin Eslava

Address: 9005

Edwin Eslava
Signature

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I think it is a good idea to make a bus only lane

Sincerely,

Name: Janet Reilly

Address: 16165 W Sunset Blvd

Janet Reilly
Signature

Business or organization: self employed

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support the new bus line, very good value.



Sincerely,

A handwritten signature in dark ink, appearing to read "Veronda Carroll".

Signature

Name: Veronda Carroll

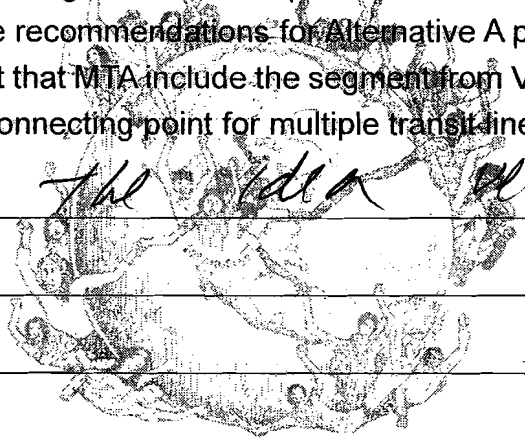
Address: 1936 Cypress Ave

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support the idea very much!



Sincerely,

A handwritten signature in dark ink, appearing to read "Elena Nikolova".

Signature

Name: Elena Nikolova

Address: 1806 N. Beverly St
CA 90027

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Good idea.

Sincerely,

Paula LeDuc

Signature

Name:

Paula LeDuc

Address:

5075 Maple St 401

Business or organization:

LA CA 13

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support it.
It would improve my lifestyle

Sincerely,

Lynn Martel

Signature

Name:

Lynn Martel

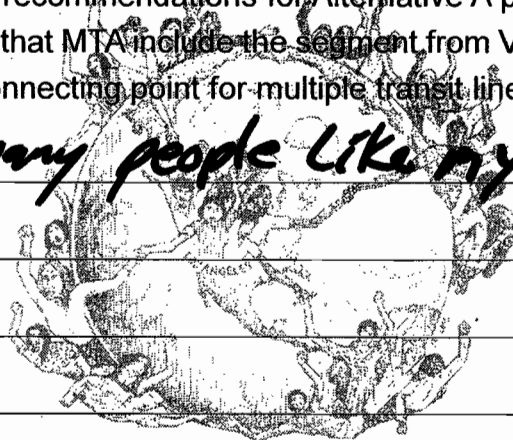
Address:

340 N Madison

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

There are so many people like myself that this would help



Sincerely,

Name:

Desmond R. Love

Address:

212 E. LA VERNE AVE Pomona

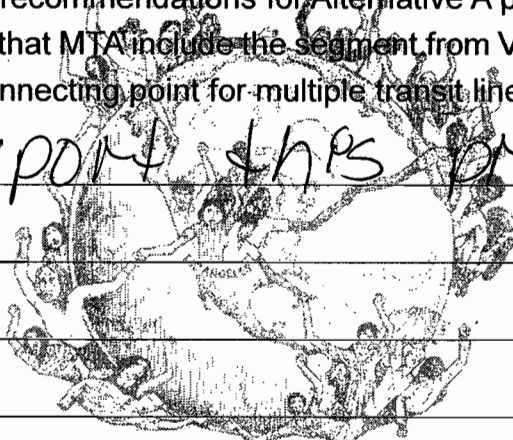
Business or organization:

91767 Discount Supply Center

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Yes I support this project



Sincerely,

Name:

FRANCES Lewis

Address:

4004 Palmwood Dr

Business or organization:

Frances Lewis

Signature

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Rationalize the bus route to be a big step forward,

Sincerely,

[Signature]
Signature

Name:

Roger Hynd

Address:

P.O. Box 91992 LA, 90009

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support this project.

Sincerely,

Jake Pitha
Signature

Name:

Jake Pitha

Address:

90211

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

As a ~~bus~~ rider forever 20 years and a person with asthma I support bus only lanes. BY doing this you will ~~be~~ lighten congestion, better air quality, reduce bus waiting time, and save money. I think it's a great plan.

Sincerely,

Name: Erick Homiax

Erick Homiax
Signature

Address: 1322 MILLER W. HOLLYWOOD

Business or organization: BRU MEMBER

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I This project will be a great idea for the bus riders

Sincerely,

Name: Miriam Dela

Address: 332 1/2 N KINGS ST. AN LA 90004

Miriam Dela
Signature

Business or organization: _____

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

This segment is one of the most congested parts of the BRT line ridden primarily by people of color. Please make this addition an example of your conscious decision to include people of color.

Sincerely,

Name: Judith Redman

Address: 3717 S. La Brea Ave #1482

Signature

Business or organization: BRU

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

This has been proven time and again by Curitiba in Brazil, Mexico City and other developing nations. Effective, flexible and affordable with little long term commitment. If indeed Los Angeles wishes to be the future, this would lead the way.

Sincerely,

Name: Nestor Lemus

Address: 133 N. Bonnie Brae St.

Signature

Business or organization: Queer Activist Network/CSSC

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I am a college student who travels from the San Fernando Valley to LA to get to school. I rely entirely on public transportation and will benefit greatly from the Bus only lane. It will allow me to get from place to place faster & reduce the overcrowding of the Buses.

Sincerely,

Name: Melissa Lewis

Melissa Lewis
Signature

Address: 7732 Jellico Ave, Northridge, CA. 91325

Business or organization: Community Rights Campaign

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I am a college student who travels from Downtown LA all the way to the valley for school. Many students will benefit with the Bus Only lane because buses will actually come on time and be less overcrowded. It will benefit everyone because the bus system will be much more reliable and improve LA's environment problem with pollution.

Sincerely,

Name: Michelle Lopez

Michelle Lopez
Signature

Address: 236 N. Coronado St. #204

Business or organization: Bus Riders Union

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Incluyan la calle Alvarado

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: Include Alvarado Street.

Sinceramente,

Nombre:

Miguel Rodriguez

Dirección:

827 W 91st Ca. 90003

Negocio o organización:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I am a student and this will benefit me because it will be easier to travel.

Sincerely,

Name:

Joanna Caspar

Address:

514 S. Westlake Ave 107 LA CA 90057

Signature

Business or organization:

Bus Riders Union LCSC

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

I like your idea it save as time and help the enviroment for our world.

Sinceramente,

Nombre

Roberto Guzman

Dirección:

432 S. Mariposa st. 90020

Negocio o organización:

none

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

I support the Wilshire bus only lanes. Please go ahead with the project

Sinceramente,

Nombre

Jesper Bergkvist

Dirección:

Negocio o organización:

JWRichmond VC

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

I think, Is a good Idea to do it because with the extra time we can sleep 20 more minutes or instead going on time to work !! Great Idea !!

Sinceramente,



Firma

Nombre: Rocio calel

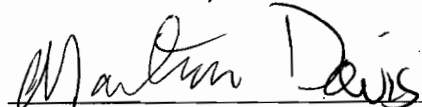
Dirección: 452 S 191st #5

Negocio o organización:

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

I support the project.

Sinceramente,



Signature

Nombre: MARTHA DAVIS

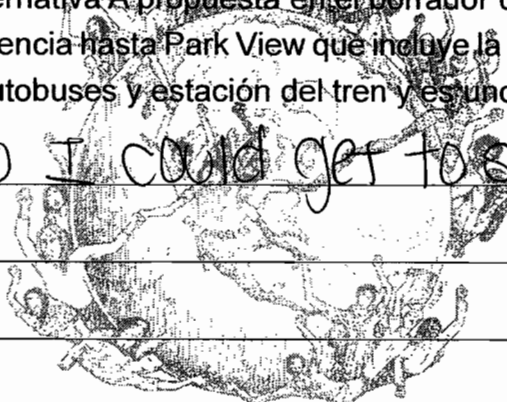
Dirección: 416 7 1/2 Leimert Blvd. LA-CA 90088

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 1603

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

I supported so I could get to school faster.



Sinceramente,

Nombre: Maria Hernandez

Maria Hernandez

Dirección: 111 S. Mott St. #3

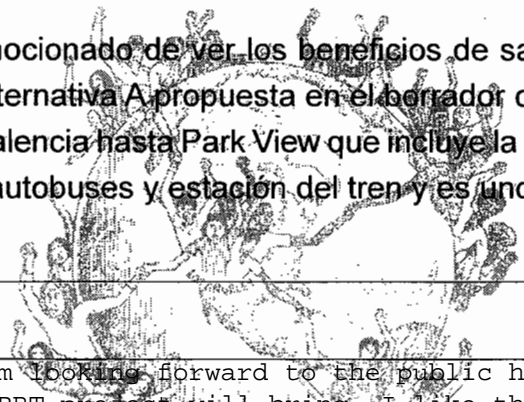
Firma

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Si



Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: Yes.

Sinceramente,

Nombre: George Salinas

George Salinas

Dirección: 301 Wilmore 17 900

Signature

Negocio o organización:

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yes. I do support this project. I will make things much easier and also will save our environment.

Sinceramente,

Nombre: Princesa Marquez

Dirección: 1345 Pennsylvania ave

Firma

Negocio o organización:

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

YES, I GLADLY SUPPORT THE BUS ONLY PROJECT. THIS WILL MAKE ALL BUS RIDERS GO THROUGHOUT THE DAY BETTER W/ NO TRAFFIC

Sinceramente,

Nombre: Brenda Martinez

Dirección: 2425 pomeroy

Signature

Negocio o organización:

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

ANYTHING THAT MAKES THE BUSES RUN MORE EFFICIENTLY
IS A GREAT IDEA.

Sinceramente,


Signature

Nombre

Michael Cozart

Dirección:

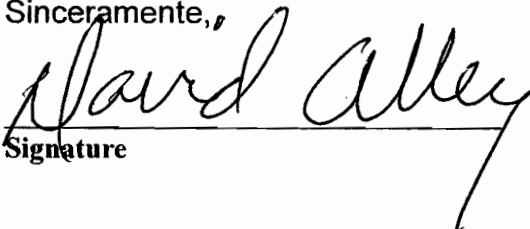
Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

YES I SUPPORT BUS ONLY LANE
IT IS A VERY GOOD IDEA.

Sinceramente,


Signature

Nombre

DAVID W. ALLEY

Dirección:

506 S. MAIN ST. L.A. CA 90013

Negocio o organización:

U.S. ARMY Veteran

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo pido que la parada de la Alvarado se incluya de las principales

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I ask that you include the Alvarado bus stop.

Sinceramente,

Nombre

Miguel Rida

Dirección:

7548 Van Nuys Cal. 91405

Firma

Miguel Rida

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

yo apoyo el carril porque yo uso este. Seria mas rapido para mi.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I support BRT because I am a bus rider, this will be faster for me.

Sinceramente,

Nombre:

Maria Dobar

Dirección:

7740 90017

Firma

Maria Dobar

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles 1607 solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

le pido que pongan la parada de la Alvarado en este proyecto que beneficiara a miles de pasajeros diariamente

Sinceramente,

Nombre

Salvador Flores

Dirección:

11224 Richland Ave #1
L. A. CA. 90054

Signature

Salvador Flores

Translation:

Negocio o organización:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I ask that you include the Alvarado bus stop because it will benefit many daily riders.

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

POR FAVOR INCLUYAN LA PARADA DE LA CALLE ALVARADO

PORQUE, ES MUY TRANSITADA.

GRACIAS.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. Please include the Alvarado stop because it is very busy.

Sinceramente,

Nombre: MARIA ALMONTE

Dirección: 727 S. HARTFORD AVE. APT. 903

Firma

Maria Almonte

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 1608

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo como pasajero necesito esta parada de la Alvarado.
Por Favor!!

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. As a bus rider, I need a stop on Alvarado. Please.

Sinceramente,

Nombre:

Wilson Thomas

Dirección:

Vermont + Wilshire

Firma

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

yo quiero esa parada y que la
necesitamos la parada de la Alvarado.
con mucho la necesitamos que
le den prioridad.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I would like the stop. We need the stop on Alvarado and need for you to make it a priority.

Sinceramente,

Nombre:

Graciela Velasquez

Dirección:

4415. Hartford #206
2. A C.A. 90017

Firma

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 1609

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo soy un pasajero, y necesito que incluyan la parada de la Alvarado pues es muy importante para todos los residentes.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I am a bus rider, I need for you to include the Alvarado stop because it is very important for all residents.

Sinceramente,

Nombre

Maria Velasquez

Dirección:

tercera y NORMAN
DIE

Signature

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Por favor que incluyan la
Calle de la Alvarado

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: Please include Alvarado.

Sinceramente,

Nombre:

Abraham Soriano Ruiz

Dirección:

420 S UNION AV. #16 90016

Firma

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 610

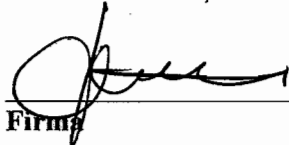
Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo opino que incorporar la Calle Alvarado para bien de la comunidad y todos los utilizamos la ciudad.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I believe you should include Alvarado for the benefit of the community and all who will use the service.

Sinceramente,


Firma

Nombre:

Jose Hernandez

Dirección:

750 S. Normandie

Negocio o organización:

apc. #202
90005-2.A.R.

(213) 381.7834

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

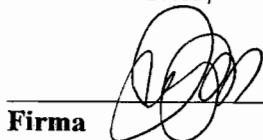
Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo como pasajero APOYO esta parada en la Alvarado.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: As a bus rider, I support this stop on Alvarado.

Sinceramente,


Firma

Nombre:

Jose Martin Dominguez

Dirección:

1886 2nd #81A CA

Negocio o organización:

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Si me gustaría este proyecto porque ayudaría a los pasajeros a llegar a su trabajo y a la escuela. También quiero que el carril de autobuses corra el sector de Valencia hasta Park View

Sinceramente,

Nombre: Infra Aburto

Dirección: 1636 1/2 Ricardo St. LACA 90033

Firma

Negocio o organización:

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I like this project because it will help transit riders get to work and school. I would also like for the BRT to include the section of Valencia to Park View.

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

yo soy una pasajero y me interesaría que incluya a la calle de la Alvarado en el proyecto

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I am a transit rider and I am interested in including Alvarado in the project.

Sinceramente,

Nombre Andrea Guadarrama

Dirección: 356 S Rampart BL #114

Andrea Guadarrama
Signature

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 1612

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Me gusta este proyecto pero quiero que incluyan todo el carril de Wilshire desde Valencia hasta Park View.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I like this project but I would like for you to include Wilshire from Valencia to Park View in the bus lane.

Sinceramente,

Nombre: Angelica Garcia

Dirección: 219 W 62 St. LA CA 90003

Firma

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo soy pasajero de la línea 720 y necesito que la parada de MacArthur Park sea incluida en el proyecto.

Este Proyecto vendrá a beneficiar a todos.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I am a Bus Line 720 rider and I need for a stop at MacArthur Park to be included in the project. This project will benefit all.

Sinceramente,

Nombre: Moises B. Granado G.

Dirección: 2670 Sichel St. # 4 LA CA 90037

Firma

Negocio o organización:

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado.

Translation:
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. We demand the inclusion of an Alvarado stop because it will benefit all.

Que exijamos la incorporación de la Parada de Alvarado por la razón que beneficia a toda la gente.

Translation:
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: We demand the inclusion of an Alvarado stop because it will benefit all.

Sinceramente,

Nombre

Dirección:

Negocio o organización:

Signature

Roberto Rousseau

Pico Rivera

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Lo que queremos que pongan las paradas del carril de la Alvarado hasta la Valencia es lo que queremos aecten hasta la Valencia

Translation:
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: We would like for you to include stops between Alvarado and Valencia.

Sinceramente,

Nombre

Dirección:

Negocio o organización:

Signature

Marcedonio Oliva

433 S. Columbia Ave. Apt. 8 L.A. CA 90014

Miembros del Sindicato

Marcedonio Oliva

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 614

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Por que es una calle que se me mere que tenga estos beneficios.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: Because this is a street that deserves to have these benefits.

Sinceramente,

Nombre: Alexander Perez

Firma: [Signature]

Dirección: 404 N. Coronado St. L.A. CA 90026

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo pido al apoyo para tener la Alvarado en este proyecto.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I ask for support in including Alvarado in this project.

Sinceramente,

Firma: [Signature]

Nombre: Anastacio Navario Gutierrez

Dirección: Westar y 29 1958-2nd Ck

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 1615

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Quiero que pongan la calle Alvarado
y tambien mas lineas de bus
poner y muchas calles de los
Angeles deberian tener carriles solo
para autobuses.

Sinceramente,

Nombre Maria Diaz

Dirección: 224 S. Hollywood # 14 90024

Maria Diaz
Signature

Negocio o organización:

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I would like for you to include Alvarado and more bus lines, there should be more streets in Los Angeles that have BRT lanes.

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo utilizo mucho esta calle de la wilshire y
yo sere beneficiado con este proyecto pero
me gustaria peducles que pongan en el
proyecto la parada de la Alvarado, Gracias

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I use Wilshire a lot and I see the benefit in this project but I would like to ask that you include a stop at Alvarado, thank you.

Sinceramente,

Nombre: Jose Castro

Dirección: 4071 W. 101 Inglewood 90303

Jose Castro
Firma

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 1616

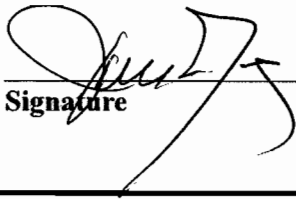
Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Estoy de acuerdo con esto
ID 70 Puerto

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I am in agreement with this project.

Sinceramente,


Signature

Nombre

José Esco Bar

Dirección:

1853 SAN ANTONIO

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Que mejoren el servicio y es tardado.
y es mal el servicio y pido que
incorporen la calle Alvarado

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: Improve service, service is late and poor, and I also ask that you include Alvarado.

Sinceramente,


Signature

Nombre

Emerita Ramos

Dirección:

10215 Cordon Ave Inglewood
C.A. 90304

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 1617

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

POR FAVOR QUIERO QUE INCLUYA A LA CALLE
ALVARADO ES MUY IMPORTANTE PARA TODOS
DESDE VALENCIA PARK VIEW GRACIAS

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: Please include Alvarado from Valencia-Park View, it is very important for all. Thank you.

Sinceramente,

Nombre MANUEL FELIX

Dirección:

641 WILBER PL MONTEBELLO CA

Signature

Manuel Felix

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

me gusta la idea porque
que llegarían al trabajo mas rapido
o algunos mandados ya no tardaria
tanto Ogela y Salogre. Gracias

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I like the idea because I would get to work faster or be able to run errands without a lot of delay; hopefully, this project will be achieved.

Sinceramente,

Nombre

Ana Ballesteros

Dirección:

1163 E 46 st #204 LA GARDIA

Signature

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles1618 solo para autobuses de Wilshire

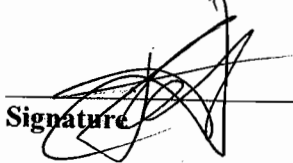
Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo como pasajero pido que un stop en
ALVARADO Blvd

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: As a transit rider I request a stop on Alvarado Blvd.

Sinceramente,


Signature

Nombre

JUAN CHACON

Dirección:

King and Normand

Negocio o organización:

90037

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo como pasajera es muy
importante que pongan la
calle Alvarado

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: As a transit rider I believe it is very important to include Alvarado.

Sinceramente,


Signature

Nombre

Mercedes Perez

Dirección:

Santamonica y Gagner.

Negocio o organización:

90038

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

The Bus-Only lanes on Wilshire ave. seems to solve alot of the traffic and reduce the smog emitted in the air. As a UCLA student that ~~uses~~ the bus ~~idea~~ almost everyday it would help alot.

Sincerely,

Name: Thulfigar Aljashamy

Address: 3752 Live Oak Dr

Business or organization: UCLA

Signature

ROSA

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo creo que es una Buena idea este proyecto gracias por su atencion

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I think that this project is a good idea. Thank you for your attention to this matter.

Sinceramente,

Nombre: FRANCISCA SOTO

Dirección: 756 PIE AVE #5 S.M.

Signature

Negocio o organización:

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Me gustaria que incorpore Alvarado por favor.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I would like for you to please include Alvarado.

Sinceramente,

Nombre

Hermes

Dirección:

821 1/2 West 8th street Los Angeles
CA 90005

Negocio o organización:

Signature

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

incorpore en la calle
alvarado por favor

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. Please include Alvarado.

Sinceramente,

Nombre:

Sanchez Dionicio

Dirección:

5834 Saturn St Los Angeles
90019

Negocio o organización:

Firma

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

El proyecto me parece bien y siempre cuando lo realicen

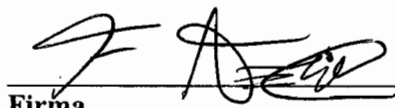
Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: The project looks good to me, and always when it is built.

Sinceramente,

Nombre: FERNANDO NERIA

Dirección: 90037



Firma

Negocio/organización: _____

Correo electrónico: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Incorpore en la calle Alvarado por favor

Translation:

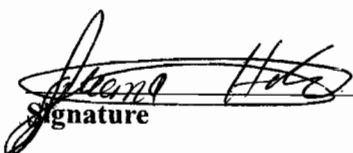
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: Please include Alvarado.

Sinceramente,

Nombre: Juana Hernandez

Dirección: 5834 Saturn St Los Angeles
Ca. 90019

Negocio o organización: _____


Signature

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

que diga mas transporte en la madrugada cada 15 a 20 minutos

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: There should be more frequent service in the early morning, every 15-20 minutes.

Sinceramente,

Nombre: George Perez

Dirección: 6566 Bear St. Bell

Firma

Negocio/organización: photographer

Correo electrónico: _____

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

No piensa que lo deben de hacer
Para que todo los que transitan a esta area
para que no tengan que pasar por tanto
trafico

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: This project should be built for all of the transit riders in this area so that they don't have to cross a lot of traffic.

Sinceramente,

Nombre: Luis Torres

Dirección: 5426 San Vicente Bl. Los Angeles

Firma

Negocio/organización: _____

Correo electrónico: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 1623

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

I have taken MTA to work (Malibu from West LA) for 6 years!

Sinceramente,

Nombre:

Jerry Hoover

Dirección:

10655 Kinnard Ave # 204

Firma

[Handwritten signature of Jerry Hoover]

Negocio/organización:

Pepperdine University

Correo electrónico:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Me hablo Español y English both, pero NO transita la distancia referenciada aquí.

I think a bike lane would do just as much if it actually existed to save fuel/\$, decrease traffic and serve a public with health. Even safety.

Sinceramente,

Nombre:

Alexander Hunter

Dirección:

642 S. Burnside Ave., LA CA 90026

Firma

[Handwritten signature of Alexander Hunter]

Negocio/organización:

"Pro-nature"

Correo electrónico:

lxhunter@yahoo.com

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

*I support the project. I believe
busses need more funding & money.*

Sincerely,

Name:

Victor P. Alvarado

Address:

Signature

Business or organization:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

*I and my husband fully support the Wilshire bus lane.
We use MTA regularly for work + pleasure.*

Sinceramente,

Nombre:

Charlotte Brown + Jerry Hoover

Dirección:

*10655 Kinnard Ave. #204
Los Angeles, 90024-5489*

Firma

Charlotte B. Brown

Negocio/organización:

UCLA Library

Correo electrónico:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support the idea it would greatly help

Name: Yakov Weiner

Address: 1069 S. Carnegie St.

Email: Y11990@yahoo

Sincerely,

Yakov Weiner
Signature

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Buses need more funding for improvement of the buses. Also I support BUS ONLY Lane project. It would be great way to conserve gasoline.

Sincerely,

Frank T. Loera
Signature

Name: Frank T. Loera

Address: 1932 W. Olympic Blvd
Montebello, CA 91754

Business or organization:

Student -

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 1626

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

No soy pasajera me gustaria de la calle
Alvarada este mas libre

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I am a transit rider and would like for Alvarado to be more free (less congested).

Sinceramente,

Nombre: Julia Guatip

Dirección: 1127 1/2 Rosalind Ave LA CA

Firma

Negocio/organización:

Correo electrónico:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Comentario Sobre este Proyecto

Es muy importante para nosotros

Los Pasajeros en caso para llegar

mas rapido en nuestro bajo este documento

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: It is very important for us passengers to arrive faster.

Sinceramente,

Nombre: Eusebio Lopez

Dirección: 835 S. 1st St Los Angeles CA

Signature

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para 1627 autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo Pienso que la Parada De La Alvarado
es muy Transitada Quiso No ponerla
en el Proyecto es mucha Gente que Toma El Bus

Translation:
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I believe that Alvarado has too much traffic to not be included in the study area, many people ride the bus.

Sinceramente,

Nombre:

Mariano Uegu

Dirección:

1551 1/2 48 TH ST Los Angeles

Mariano Uegu

Firma

Negocio/organización:

0

Correo electrónico:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

La Parada de el Alvarado es muy
importante

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: The stop at Alvarado is very important.

Sinceramente,

Nombre: Alejandro

Dirección:

375

Firma

Negocio/organización:

Correo electrónico:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 1628

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

La parada de la Alvarado es para mí muy importante, espero que tomen en cuenta nuestro comentario.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: The stop at Alvarado is very important to me, I hope you take our comments into consideration.

Sinceramente,

Nombre: Armando Alvarado

Dirección: gen. sor. westlake

Firma

Negocio/organización: _____

Correo electrónico: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo soy un pasajero y la Calle Alvarado mejorará nuestras calles y que sería que incluya en el proyecto la parada de la Alvarado

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I am a bus rider and Alvarado will improve our street. We would like for you to include Alvarado in the project.

Sinceramente,

Nombre: Johan Castro

Dirección: 244 Sor 4 St California

Firma

Negocio/organización: _____

Correo electrónico: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles 1629 solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Uno llegaría más rápido a la escuela o trabajo.
es un buen proyecto. Pases en desarrollo ya lo
tienen.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: One would arrive to school or work faster. This is a good project. Developing countries already have it.

Sinceramente,

Nombre

Naron Perez

Dirección:

4641 E. 1st St. LA, CA

Signature



Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

si estoy de acuerdo de que sea un solo carril para
los buses y esta es mi respuesta de que si estoy de
acuerdo

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I agree that it should be one lane for buses and this is my comment in support.

Sinceramente,

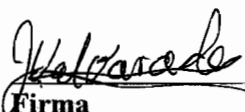
Nombre:

Jesus Velasco

Dirección:

809 S. NEW HAMPSHIRE AVE
apto 209 LA. CA.

Firma



Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para 1630 autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

It's a very busy el Proyecto

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: This is a good project.

Sinceramente,

Nombre:

Dirección:

Firma

Negocio/organización:

Correo electrónico:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I am a user of this line and I don't want you to take away the stop at Alvarado. Keep it clear because of it, bus is often running late.

*Yo so pasajera de este bus y quiero que
no quiten la parada de la Alvarado
que este limpio porque tarda mucho para llegar el bus
a la parada*

Sinceramente,

Nombre:

Dirección:

Firma

Negocio/organización:

Correo electrónico:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 1631

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo creo que si necesitamos esta parada porque nos beneficia a todos los pasajeros Sugiero que tomen en cuenta esta parada

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I think we need this stop because it benefits all passengers, I suggest that you take this stop into consideration.

Sinceramente,

Nombre: Jorge Martinez

Dirección: 851 Westmonte

Firma

Negocio/organización:

Correo electrónico:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Necesitamos que la parada de la calle Alvarado la incluyan en el proyecto porque yo la uso todos los días trabajo en Santa Monica y la necesito.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. We need for the stop on Alvarado to be included in the project.

Sinceramente,

Nombre: John Villatoro

Dirección: 812 S Westlake

Firma

Negocio/organización: Constructor

Correo electrónico:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

yeah I think its a really good idea
because im a student I take the bus
faster and it would be getting home
earlier ☺

Sincerely,

Signature

Name:

Nery Alvarado

Address:

90016

Email:

Business or organization:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Sería beneficioso para poder llegar
mas temprano a casa y no perder tanto
tiempo

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: It would be beneficial to get home earlier and not waste time.

Sinceramente,

Nombre:

Martín Martínez

Dirección:

1824 S. 4th St.

Negocio/organización:


Cabinets By Design

Correo electrónico:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

It is very much needed and this would improve greatly. Also more buses @ school time for students

Sincerely,


Signature

Name: Franklin Jenkins

Address: 1450 W 39th Street

Email: FJENKINS46@yahoo.com


Business or organization: V.A. MVO

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I'll have more time for other thing.

Sincerely,


Signature

Name:

Edwin Bonilla

Address:

435 Catalina St. # 6

Email:

wintabo1@yahoo.com

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

A Bus only lane would make my commutes much better. Help reduce congestion, maybe more people will ride if its so much faster

Sincerely,

Name:

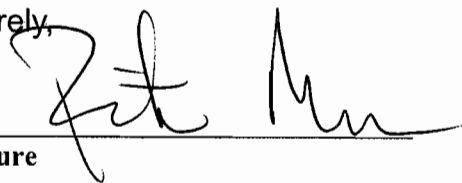
Rita Moreno

Address:

135 N. Hollywood

Email:

Signature



Business or organization:

UCLA

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines as a passenger you have a lot of time waiting for the bus and this project will bring us better mobility.

Que uno como pasajero cueste mucho esperar un bus y este proyecto nos traera mejor movilidad

Sinceramente,

Nombre:

Maria Esbin

Dirección:

5212 Blackwelder St.
L.A. CA 90016

Firma

maria Esbin

Negocio/organización:

Correo electrónico:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

This is a good idea. I ride it every day and it would make people's commutes much easier. Put our money to use! You raised our fare, do something with that extra money.

Name: Jim P.Address: 90044Email: Business or organization: GLAAD

Sincerely,

Signature

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

NEEDS TO HAPPEN — PERIOD

Sincerely,

Signature

Name: RAUL KRASSORZAAddress: 1040 EULLID # 7, SM, CA 90403Email: RAULPHOTO@GMAIL.COMBusiness or organization: PHOTOGRAPHER/MANAGER

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

WE NEED BETTER WAY TO GO

Sincerely,

Name:

John Finister

Address:

4127 E 5TH L.A. CA

Signature

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I am agree with your proposition

Sincerely,

Name:

Barbara Novello

Address:

425 Firmin St
L.A. CA 90016

Email:

Signature

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

From 2-5 pm, there are few services running to Santa Monica. We are paying more money for less service. The drivers between is bad to because they pass up many people. And there needs to be a special bus for the ^{homeless}.
Name: Marvin Escobar

Sincerely,

Address: 890 W. 75th St Los Angeles, CA 90044

M Escobar
Signature

Email: _____

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

BUS only lanes is ok!
Lower prices / fare is better!

Sincerely,

[Signature]
Signature

Name: Raul Matos

Address: 724 S ST Adams Pl #20A

Email: LA GA 90005

Business or organization: _____

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I would like that M.T.A. help increase this company so that we bus riders could have more buses on Wilshire Blv because there's too much traffic in mornings and Evening.

Sincerely,

Diana Lomeli
Signature

Name: Diana Lomeli

Address: _____

Email: dianalomeli25@yahoo.com

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Speed & passenger volume is key.

Sincerely,

[Signature]
Signature

Name: Bogdan Atanasov

Address: 141 Federal Ave

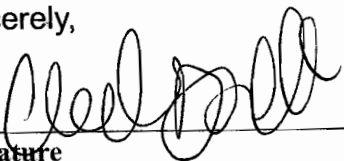
Email: bbatanasov@yahoo.com

Business or organization: LAB RT

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I take the Wilshire Bus to
work every day. This would
save me hours of my life
thank you

Sincerely,


Signature

Name: Chelsea Malloy

Address: 366 N Spaulding Ave #114 CA 90036

Email: Chelseaadolla@hotmail.com


Business or organization: Level Four Business Mgmt

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

There should be a 10 min period per
bus, specially during rush hour. Also cheaper
bus fare prices.

Sincerely,


Signature

Name: Bryan Fuente

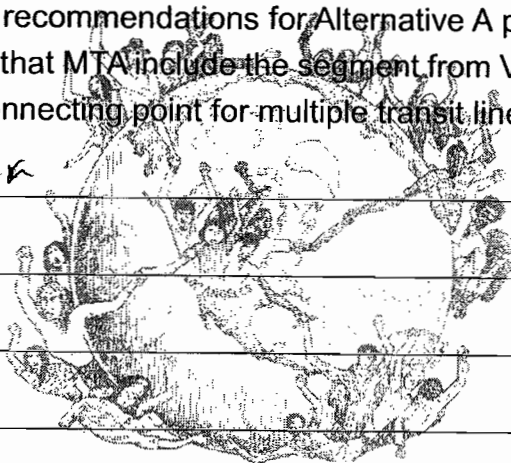
Address:

Email: (323)-338-6094

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

it will be better



Sincerely,

Name: Steve Garcia

Address: 2203 Sastre El Monte

Steve Garcia
Signature

Email: _____

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

As a bus rider i feel this is a good idea & could make things better for everyone...

Please Make this happen!!! Thanks!!!

Sincerely,

Name: Alex O. Rodriguez

Address: 1020 Vermont Ave

Alex O. Rodriguez
Signature

Email: Alexortun2010@gmail.com

Business or organization: _____

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I think It will Be a good Idea for Everyone
it will benefit for all Bus takers

Sincerely,

Name: Juan Torres

Address: 415 S. Westlake ave.

Juan Torres
Signature

Email: _____

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I Really am in favor of this program it would be a lot
More pleasant and efficient ride, because I take the bus
5 days a week commuting to work.

Sincerely,

Name: Jason Dela Cruz

Address: 685 Witmer St.

Email: _____

Jason Dela Cruz
Signature

Business or organization: Sheraton Delina Santa Monica

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 1642

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Es una alternativa para viajar más rápida y segura y en menor tiempo posible.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: This is an alternative to travel faster and safely and in the least possible amount of time.

Sinceramente,

Signature

Nombre Israel Lara

Dirección: 117 S Spaulding #11

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Señores de la Compañía MTA por favor no omitan el Paso de Buses de Calle Alvarado, mi familia y yo usamos mucho el transporte que corre por ese lugar, tratar de beneficiarnos no de arrojarnos

Sinceramente,

gracias Nombre Mariana

Signature

Dirección: 253 Sur 853 Hobart ST. Apto #11 LA C-490074

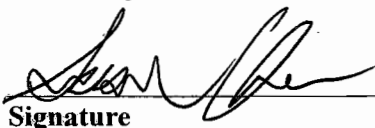
Negocio o organización:

Translation: As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: MTA officials: Please do not omit Alvarado from the bus passage, my family frequently uses lines that travel through this area, please try to benefit us not (illegible).

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

The idea of this plan sounds good,

Sincerely,


Signature

Name: Susanna Umotia

Address: 1609 W. 24th St

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Its a grand idea. This project would help get
a lot of people to their destination faster, maybe even
boost business for the mta.

Sincerely,


Signature

Name: Julio Chavez

Address: 810 55th Andrews Pl

Business or organization: _____

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I think it's Great

Sincerely,


Signature

Name:

Cezbral Moises

Address:

8314 Sanger Ave Whittier

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I Think it's a good move to have
Bus only lane

Sincerely,


Signature

Name:

B. Samuel

Address:

449 S. St Andrews Pl

Business or organization:

alone

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I would like to see a bus lane!

Sincerely,


Signature

Name:

Delores Gatenwood

Address:

1025 S. Kern Ave #324
L.A. - CA 90023

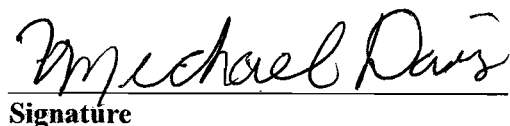
Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support the project because it will help a lot of people getting back and forth to work, etc.

Sincerely, -


Signature

Name:

Michael Davis

Address:

5440 Hoover St

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Please provide Wilshire Bus Lane only for BRT's health and public transportation reason

Sincerely,

Name:

Juan Alvarez

Address:

1007 1/2 W 21st Los Angeles

Signature

Business or organization:

ZALDM 9006 TB

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I agree, we should open up a bus only lane ONLY for rush hour purposes only
I support this project

Sincerely,

Name:

Chris Lopez

Address:

1134 N. Rudman ave

Signature

Business or organization:

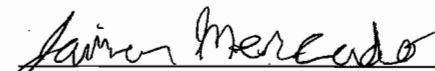
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support this Project ☺

Sincerely,

Name: Javier Mercado

Address: 1022 Burger Ave.


Signature

Business or organization: Angel's Party Store

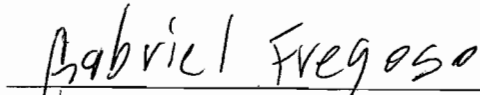
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

It would be good for bus riders :)
Maple :D

Sincerely,

Name: Gabriel Fregoso

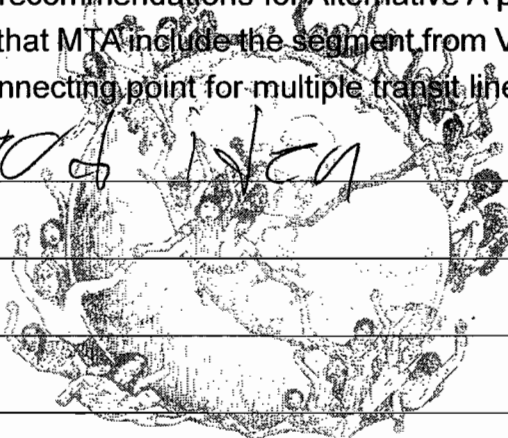
Address: 1022 Burger Ave 90022


Signature

Business or organization:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

It's a good idea



Sincerely,

Erik Mitchell

Signature

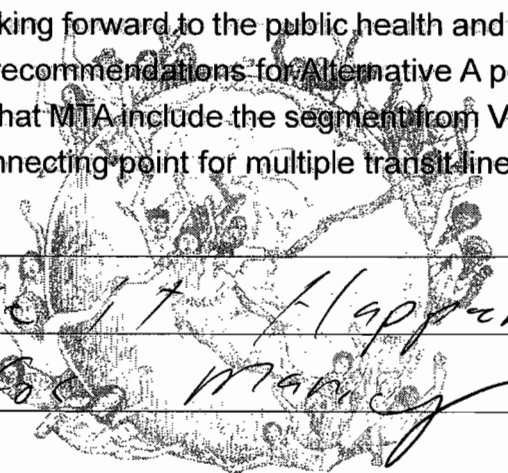
Name: Erik Mitchell

Address: 1742 S. Westmoreland Ave

Business or organization: _____

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

Please make it happen it's necessary for many



Sincerely,

Ross Campos

Signature

Name: Ross Campos

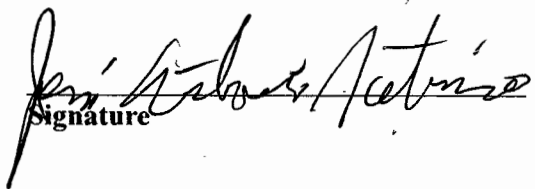
Address: _____

Business or organization: _____

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

It's a good idea, it'd be good for everyone!

Sinceramente,


Signature

Nombre

JOSE A PATINO

Dirección:

123 N. MATHER ST

Negocio o organización:

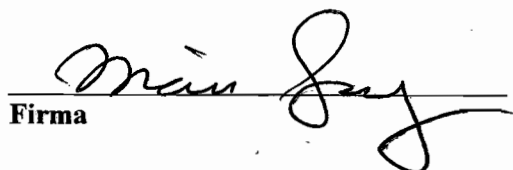
Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

~~I support the decision to increase~~

It would be great for those who do not
have cars to get to work/school faster

Sinceramente,


Firma

Nombre:

Maira Sanchez

Dirección:

MairaS80@gmail.com

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yes, would Very Much like Buses to have their own lanes. For safety, easy access, improved timely arrivals and departures if the buses had their own LANES

Sinceramente,

Nombre: Cynthia Delgado

cd54ck54@AOL.COM

Dirección: 715 S. NORMAN AVE #202 LA CA

Firma

Negocio/organización: HOME HEALTH Care PROVIDER

Correo electrónico: Cynthia Delgado

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

I think Bus-only lanes would improve efficiency and more people would use Metro as a whole. Hollywood & W.LA is so congested.

Sinceramente,

Nombre: Rick Munoz

Rm

Dirección: 715 S. Normandie Ave. #202 Los Angeles CA 90005

Firma

Negocio/organización:

Correo electrónico:

Rm schools/WORK Film & TV

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

I strongly agree with this! We must make this happen for the good of Los Angeles and for its people!

Sinceramente,

Nombre: Daniela Williams

Dirección: 659 S Cloverdale Ave.

Firma

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

ME PARECE GENIAL LA IDEA DE PONER UN SOLO CARRIL PARA BUS. ASI ABRIA MENOS TRAFICO.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. The idea of having a dedicated bus lane is brilliant, there will be less traffic.

Sinceramente

Nombre: IRMA VIMENEZ

Dirección: 137 S. OXFORD

Firma

Negocio o organización:

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Luz Galicia yo apoyo la alternativa A propuesta en el borrador puesto que es una necesidad de el pasajero al cual se le exige aumentos al pasajero al cual tienen que ser atendidos sus necesidades y sus sugerencias MTA gracias

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I support the proposed alternative as it is a necessity for transit riders. To which there have been demands for increases to passengers, to which this will need to meet their necessities and their suggestions. Thank you.

Sinceramente,

Nombre Luz Galicia

Dirección: 603 N New Hampshire^{AV}

Signature

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

la idea es genial siempre cuando sea a beneficio del publico y del medio ambiente

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. This idea is great, it's always good when the public can benefit and is good for the environment.

Sinceramente,

Nombre: Rosalva Mendez

Dirección: 742 1/2 S Manhattan Pl.
h. A. C. A. 90005

Firma

Negocio o organización:

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

SOY UNA PERSONA MAYOR. ESTAMOS SUFRIENDO
POR EL MEDIO AMBIENTE EL TRAFICO MUCHOS
CARROS NESECITA MUCHO TIEMPO PARA LLEGAR
A SU DESTINO

Translation:
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I am a senior citizen, we are suffering environmentally from having too much traffic and cars. You need a lot of time to reach your destination.

Sinceramente,

Nombre MARIA PAZ JAEN

Dirección: 1974 S. MARIPOSA AVE L.A. 90007

Maria Paz Jaen
Signature

Negocio o organización: S D P

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Como Residente de LOS ANGELES APOLLO
LA PROPOSTA PARA QUE HAYA UNA SOLA
LINE PARA EL AUTO BUS porque reduciria
el trafico que ocasiona diariamente.
Pero que continuen las tres lineas de bus que
hay como seria el 20, 920, 720.

Sinceramente,

Nombre Claudia Hernandez

Dirección: 902 W. OXFORD #09

Signature

Negocio o organización:

Translation:
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. As a resident of Los Angeles, I support the proposal to have a dedicated bus lane because it will reduce daily traffic. But please keep lines 20, 920 and 720 in service.

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Y O CREO QUE UN CARRIL,
SOLO PARA BUS ESTARIA BUENO YA
QUE CON ESO EL SERVICIO MEJORARIA,
MENOS CONGESTIONAMIENTO, MAS RAPIDO, ETC.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I think that with a dedicated bus lane service will improve, reduce congestion and be faster, etc.

Sinceramente,

Nombre: Alejo Juan Gregorio

Dirección: 1373 Oxford Av.

Firma

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Estallan Logan Van Arer
ASI ABIA mas transporte RAPIDO
Para nosotros Los peatones
que usamos el auto bus

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. What you guys are going to do is good, as it will bring more rapid transit to bus riders.

Sinceramente,

Nombre: Juan Luis

Dirección: Bixfel y Wilshire

Firma

Negocio o organización: Organización

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 1655

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

YO NECESITO A UNA PARADA EN LA ALVARADO
Y MENOS CONGESTIONAMIENTO DE CARROS

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I need a stop at Alvarado and less automobile congestion.

Sinceramente,

Nombre: JOSE RAMIRO RIVERA

Dirección: 425 S MATHEWS ST, LA CA 90037

Negocio o organización: TRABAJADOR

Jose Ramiro Rivera
Firma

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

~~Yo~~ Necesito llegar al trabajo mas rapido

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: Get to work faster.

Sinceramente,

Nombre: Martha Muñoz

Dirección: 4254 Van Buren Pl LA CA 90037

Negocio o organización: _____

Martha Muñoz
Firma

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 1656

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

ME GANIA MAS TIEMPO PARA CASA -

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I would get home earlier.

Sinceramente,

Nombre: Joel Flores

Dirección: 11624 SIMMS AVE INGLEWOOD, CA

Negocio o organización:

Firma

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

COMO HISPANO NECESITO LA PARADA DE AUTOBUS EN ALVARADO ST. POR QUE ES UN PUNTO CLAVE PARA TRANSBORDO MIO Y DE MIS COMPAÑEROS

Sinceramente,

Nombre: FERNANDO MARTÍNEZ

Dirección: 2908 S RAYMOND

Negocio o organización:

ALWAYS PRIVATE SECURITY

Firma

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: As a Hispanic, I need a bus stop at Alvarado because it is a key point for transfers for my companions and me.

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 657

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

- Es bueno contar con un buen servicio
ya que al mismo tiempo iremos con felicidad
a donde queramos ir.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. It's good to be able to count on good service while at the same time we will go happily anywhere we want in LA.

Sinceramente,

Nombre: Elizabeth Belló

Dirección: 14462 Linedale St, Pasadena City

Firma

Negocio o organización: Ø

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Sinceramente espero que este proyecto se lleve
acabo por que sin lugar a dudas estamos siendo muy
dependientes de los Automoviles y sobre todo cuidar
nuestra salud como la de Nuestro planeta. Excelente
Proyecto. Suerte ☺

Sinceramente,

Nombre: Miguel Alvarado

Dirección: Westmoreland 1771 Los Angeles

Firma

Negocio o organización: ESTUDIANTE y Trabajador

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I sincerely hope that this project is carried out, because without a doubt we certainly are dependent on cars and above all, it protects our planet. Excellent project, good luck.

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 1658

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Me gustaria este proyecto porque
facilita la llegada mas rapida

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I like this project because it facilitates a faster arrival.

Sinceramente,

Nombre: BLANCA GUTIERREZ

Dirección: Blanca Gutierrez

Firma

4561/35. COLUMBIA RD
WA 980017

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Si es necesario que se incluya el stop alvarado
ya que es un punto muy transitado; se puede que
tenemos el metro subterráneo

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. It is necessary to include a stop at Alvarado because it is a highly used transfer point and we have a subway stop.

Sinceramente,

Nombre: Maura Hernandez

Dirección: 437 S. WESTLAKE AV. CA 90067

Signature

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

1659

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Necesito que se incorpore la Calle Alvarado porque yo transito mucho en Calle.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I need for Alvarado to be included because I travel this street a lot.

Sinceramente,

Nombre: Felly M. Cruz

Dirección: 511 S. Unión Av. #105 L.A. Cal. 90017

Firma

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Residente

Yo necesito que ponga la Calle Alvarado en parada porque la necesito mas.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. Resident. I need a stop at Alvarado.

Sinceramente,

Nombre: Gloria Alvarez

Dirección: 849-5 - Gramer Ct Dr

Signature

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 1660

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo soy pasajero y no quiero
que afecten la movilidad y quiero
que pongan la calle Alvarado

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I am a transit rider and I don't want for you to affect mobility and I would like for you to include Alvarado.

Sinceramente,



Signature

Nombre Sonia Marquez

Dirección: 17 W 79 meadow L.A. CA 90003

Negocio o organización: pasajero

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

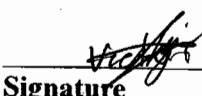
Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

yo creo q' es una muy buena idea para todos
y mas seguro para todos.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I think it's a good idea for everyone and also a safer for everyone.

Sinceramente,



Signature

Nombre Victor T.

Dirección: 1269 N Normandie LA CA,

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles 1661
solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

EXCELENTE SERVICIO. Ojalá que lo logren
Se le agradecería que respeten
la parada de Wilshire ALVARADO

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: excellent service. Hopefully you will achieve it. I would appreciate that you keep a stop at Wilshire/Alvarado.

Sinceramente,



Signature

Nombre: Tranquilino Cruz

Dirección: 553 S. Fetterly Av. L.A. 90008

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles
solo para autobuses de Wilshire

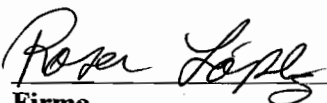
Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Quiero que incluyan el sector de Valencia
hasta Park View. Todos los días muchos
pasajeros usan las paradas de Alvarado.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I would like for you to include the section Valencia-Park View. Everyday many transit riders use the stop at Alvarado.

Sinceramente,



Firma

Nombre: Rosa Lopez

Dirección: 1105 VANCOUVER LOS ANGELES

Negocio o organización:

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo pido que la calle Alvarado ya que
yo utilizo esta parada mucho,

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I ask that you include Alvarado, I use this stop a lot.

Sinceramente,

Nombre Eduardo Gutierrez

Dirección: 722 S. Bonobrea L.A. C.A. 90057

Signature

Negocio o organización: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

me encanta la idea porque regaría
rapido a mi trabajo y haria menos tiempo
gracias por la idea

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: I love this idea because I would get to work faster and in less time. Thank you for the idea.

Sinceramente,

Nombre Alex Hernandez

Dirección: 1163 E 46 St #204 L.A. 90011

Signature

Negocio o organización: _____

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

si estoy de acuerdo con el proyecto
espero que todos sin ayuda a todos
los que necesitan gracias

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I am in agreement with this project. I hope that this project benefits all those who need it. Thank you.

Sinceramente,

Nombre:

Dirección:

Firma

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Yo pienso que nos beneficiaría mucho mejor
para llegar con mejor tiempo donde BA uno
yo quiero que se lleve ACABO seria mejor
para todos

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I think that this will benefit us a lot to get to our destinations faster. I would like for this project to be finished, it will be of benefit to everyone.

Sinceramente,

Nombre:

Dirección:

Firma

Negocio o organización:

Enrique CORNEJO

King Bl. y Vermont

310 EXT. 241

TEL. 276-6104

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Este proyecto sera muy bueno Ayudaria a los Pasajeros y al congestionamiento.

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. This project would be very good, it would help transit riders and traffic congestion.

Sinceramente,

Nombre Luis Alonso Gomez

Dirección: 6106 1/2 Hooper Ave.

Negocio o organización:

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

estoy de acuerdo con el comité que quieren
ases Nos beneficiaria a los pasajeros que
viajamos por esta calle ya que yo porque
yo soy usuario del tránsito por mi trabajo y
si sucediera así iba hasta las playas.

Sinceramente,

Nombre Maria Rodriguez

Dirección: 934 So. Sunset Dr

Negocio o organización:

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I support the bus lane that you are proposing, it will benefit transit riders that travel through this street. I support this project because I am a daily transit rider for work and if this project was built I would ride the line to the beach.

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I Highly Recommend Incorporate
Alvarado St desperately Needed -

Sincerely,

Olga Lucia Loaiza
Signature

Name: *OLGA LUCIA LOAIZA*

Address: *624 D-Berendo-st #105*

Business or organization: _____

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I agree with that,

Sincerely,

fdmcs
Signature

Name: _____

Address: _____

Business or organization: _____

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

this bus lane will greatly benefit me on my commute from end to school

Sincerely,

Name: Nickolas Vargas

Address: 371 N Maple Ave, Montebello CA


Signature

Business or organization: Student

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I think it would be good to pass ~~the~~ the EIR because it would take to my job much faster.

Sincerely,

Name: Oscar V. Sarabia

Address: 3553 1/4 Atlantic St.

Oscar V. Sarabia
Signature

Business or organization: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles 1667
solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Si ayudaría mucho. Porque yo viajo desde Malibu hasta el centro de regreso a mi casa y en la mañana a las 4:00 a.m. pero a esa hora no hay mucho tránsito, en la tarde es cuando cuesta llegar pero que sigan los 3 buses que hay - 720 - 920 - 20

Sinceramente,

Nombre Gloria Romero

Dirección: 2900 W 8 st n.

Signature

Negocio o organización:

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake Alvarado area which is a vital connecting point for multiple transit lines. This project would be beneficial for me because I travel from Malibu to downtown back to my home, in the morning I ride at 4 a.m. but at that time there aren't many buses running, in the evening there are three lines 720, 920, and 20.

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles
solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

With the bus only lane, bus would be less crowded and would help us get to work faster and on time.

Sinceramente,

Nombre

Joana Sidel

Dirección:

Negocio o organización:

Signature

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 668

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

que llegaremos mas pronto a nuestro trabajo
reduciendo el trafico en este proyecto beneficia
a muchos pasajeros

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. We would be able to get to work faster reducing traffic, this project will benefit many transit riders.

Sinceramente,

Nombre: MARIA DEL CARMEN GARCIA

Dirección: 451 S. BUREL #205 Angeles CA 90019

MARIA GARCIA
Firma

Negocio/organización: _____

Correo electrónico: _____

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

We need lower Bus fares, the bus economy
With a higher rate of unemployment we need
Lower BUS fares. The MTA Increased the
BUS fares, BUT their service is getting
Worse.

Sinceramente,

Nombre: Glenda Reyes

Dirección: 657 S. Cochran Ave Apt 304

Glenda Reyes
Firma

Negocio/organización: _____

Correo electrónico: sweetgera@yahoo.com

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire 1669

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

yo quiero que aumente mas busses. por que pasan llenos y como tardan y no pasan rapido queremos que aumente mas por eso subieron la tarifa.

Sinceramente,

Nombre: Carlos Tizol

Dirección: 1630 W 3RD St. # 694 105

Firma

Negocio/organización:

Correo electrónico:

Translation:
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. I think you should add more buses because they are usually full and arrive late, they don't come often. We want you to add more buses, that is what you raised the fares for.

Comentario público para el 2010 borrador del reporte del impacto ambiental del proyecto de carriles solo para autobuses de Wilshire

Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Porque mejorara el acumalamiento de buses y la parada de Alvarado es una de las mas conjestionadas por el nivel socio economico

Sinceramente,

Nombre: Frank Nava

Dirección: 474 La Fexette Park

Firma

Negocio/organización:

Correo electrónico:

Translation:
As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines. This project would improve the flow of buses, and the stop at Alvarado.

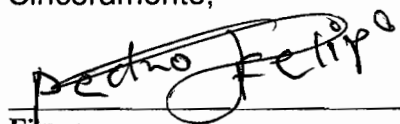
Como un/a residente estoy emocionado de ver los beneficios de salud pública y movilidad que este proyecto traerá. Me gusta la Alternativa A propuesta en el borrador con una excepción. Sugiero que la MTA incluya la porción desde Valencia hasta Park View que incluye la calle Alvarado en el proyecto. Esta área conecta varias líneas de autobuses y estación del tren y es uno de los lugares más transitado:

Que mejora para el bien de nosotros como pasajeros, que aiga un carril para los autobuses, y pido que pongan la parada de la Wilshire y Alvarado en el proyecto.

Sinceramente,

Nombre: Pedro Felipe

Dirección: 257 S. Bonifera #301
L.A. CA. 90057


Firma

Negocio/organización:

Translation:

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines: A bus rapid transit lane would be beneficial to us transit riders, I ask that you include a stop at Wilshire/Alvarado in the project.

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I want to support the project

Sincerely,

[Signature]
Signature

Name:

Sue Uys

Address:

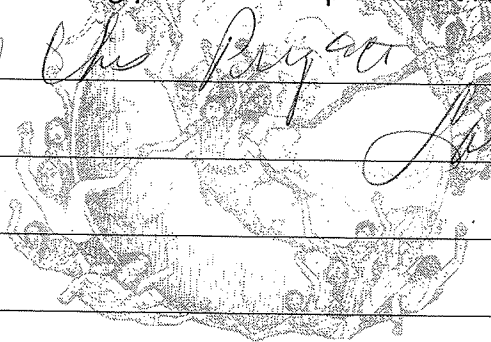
1608 Norwest Way LA 90033

Business or organization:

2010 Draft Environmental Impact Report for Wilshire BRT Project Public Comment

As a community resident I am looking forward to the public health and mobility benefits that the Wilshire BRT project will bring. I like the recommendations for Alternative A proposed in the draft EIR with one exception. I would only suggest that MTA include the segment from Valencia to Park View in Westlake-Alvarado area which is a vital connecting point for multiple transit lines:

I support the project



Sincerely,

Lowella Jean Fabre

Name:

LOWELLA JEAN FABRE

Address:

156 S. MARIPOSA AVE #403

Signature

Business or organization:

B

Appendix A

NOP and Comment Letters



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

1675

NOTICE OF PREPARATION OF ORIGINAL FILED AN ENVIRONMENTAL IMPACT REPORT SEP 23 2009

DATE: September 23, 2009
TO: Agencies, Organizations, and Interested Parties
SUBJECT: Notice of Preparation of an Environmental Impact Report
PROJECT TITLE: Wilshire Bus Rapid Transit (BRT) Project

LOS ANGELES, COUNTY CLERK

The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA). The City of Los Angeles and County of Los Angeles are the responsible agencies as they have discretionary approval power over the project. The EIR's purpose is to evaluate the social, economic, and environmental issues associated with the proposed improvements included in the Wilshire BRT Project within the Wilshire Boulevard Corridor. In accordance with the National Environmental Policy Act (NEPA), an Environmental Assessment (EA) will be prepared as a joint document with the EIR. The Federal Transit Administration (FTA) is the lead agency for the EA.

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations, and individuals that Metro plans to prepare a Draft EIR (DEIR) and to request input on the environmental analysis to be performed. From public agencies, we are requesting comments on the scope and content of the environmental information, which is germane to each agency's statutory responsibilities with regard to the proposed project. We are also requesting interested individuals' or organizations' views on the scope of the environmental document.

PROJECT HISTORY: In November 2008, four community meetings were conducted by Metro and the Los Angeles Department of Transportation (LADOT) to present the proposed project to the community. During those meetings, the community was informed of the preparation of a joint document, consisting of an Initial Study/Environmental Assessment (IS/EA) to meet State and Federal environmental requirements. Since that time, Metro and LADOT have been preparing technical studies to assess the feasibility of implementing the proposed project. Upon further evaluation, it has been determined that the proposed project could potentially have some significant impacts that were not originally anticipated. Consequently, an EIR is now the appropriate document for the proposed project.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The project is along a corridor of Wilshire Boulevard between Valencia Street to the east (west of the I-110 Freeway) and Centinela Avenue to the west, excluding the portion of Wilshire Boulevard within the City of Beverly Hills. A majority of the project falls within the mid-western area of the City of Los Angeles and includes 9.6 miles of peak period curbside bus lanes. A small portion of the project, between Sepulveda Boulevard and Federal Avenue (approximately 0.6 mile), near the Veterans Administration facilities, is within Los Angeles County jurisdiction. The Wilshire corridor is a densely populated, highly developed inner urban region with extensive commercial and nearby residential uses. Regional access to the Wilshire corridor is provided by a large number of intersecting streets, including Alvarado Street, Hoover Street, Vermont Avenue, Western Avenue, Crenshaw Boulevard, Highland Avenue, La Brea Avenue, Fairfax Avenue, San Vicente Boulevard, La Cienega Boulevard, Robertson Boulevard, Santa Monica Boulevard, Beverly Glen Boulevard, Westwood Boulevard, Sepulveda Boulevard, the San Diego Freeway (Interstate 405), Barrington Avenue, Bundy Avenue, and Centinela Avenue.

PURPOSE AND NEED FOR THE PROJECT: Wilshire Boulevard is the most heavily used bus corridor in the County of Los Angeles, with approximately 93,000 transit boardings taking place along the corridor each weekday. In addition to being the most heavily used transit corridor in the County, Wilshire Boulevard has the distinction of having some of the highest average daily traffic (ADT) volumes in the City of Los Angeles. Approximately 110,000 automobiles pass through the intersections of Westwood Boulevard, Gayley Avenue, and Veteran Avenue each weekday in the Westwood area. While ADT volumes are lower along the eastern portion of the project area (e.g., the ADT volume at Fairfax Avenue is 62,000), the corridor's average ADT volume is estimated at 80,000. With increasing ADT volumes on Wilshire Boulevard, demands for viable alternatives to the automobile have increased as congestion continues to slow automobile travel. This same congestion also slows buses, increasing travel time, and reducing schedule reliability for transit customers, while increasing operating costs for Metro. Average bus speeds, along with automobile speeds, have declined steadily over the past 20 years. The Wilshire BRT Project is intended to improve bus passenger travel times, service reliability, and ridership of the existing Wilshire BRT system, and encourage a shift from automobile use to public transit.

PROJECT DESCRIPTION: A number of general improvements are required as part of the proposed project. These general improvements include restriping of traffic lanes, as necessary; conversion of existing curb lanes to peak period bus lanes in each direction; upgrade of the existing transit signal priority system; street widening and/or street reconstruction in select areas; and installation of traffic/transit signage and pavement markings, as necessary. Most of the existing curb lanes in the City of Los Angeles would be "converted" to bus and right-turn only operation in the peak periods (7 a.m. to 9 a.m. and 4 p.m. to 7 p.m.) on weekdays. In these segments, the curb lanes would be repaired or reconstructed, where necessary, and restriped and signed as peak period bus lanes. In other areas, curbside bus lanes would be added as new lanes to Wilshire Boulevard by widening and restriping. Upgrades to the transit signal priority system would also be implemented, including the following: (1) addition of bus signal priority at intersections with near-side bus stops (a recently developed and successfully tested concept), (2) increase in the maximum available time for transit signal priority from 10 percent to 15 percent of the traffic signal cycle at minor intersections, and (3) reduction in the number of traffic signal recovery cycles from two to one at key intersections along the corridor. The Los Angeles County project components include the extension of the eastbound left turn pocket at Sepulveda Boulevard and street widening and restriping between Federal Avenue and Bonsall Avenue to add an eastbound peak period bus lane.

PROBABLE ENVIRONMENTAL EFFECTS: The following topics will be included for evaluation in the EIR/EA: Air Quality, Cultural Resources, Land Use, Noise, Transportation/Circulation, and Growth-Inducing Impacts.

ALTERNATIVES: In addition to the proposed project, four alternatives, including the No Project Alternative and three build alternatives, will be identified in the EIR. One of the three build alternatives will be studied at the same level of detail as the proposed project. This build alternative would be similar to the proposed project with the following exceptions: (1) the alignment would extend from S. Park View Street on the east to Centinela Avenue on the west (excluding the City of Beverly Hills) and include only 8.87 miles of peak period curbside bus lanes; (2) the existing "jut-outs" on the north and south sides of Wilshire Boulevard between Comstock Avenue and Malcolm Avenue would be retained, and the existing curbside traffic lane would be converted to a bus lane in each direction; and (3) the portion of Wilshire Boulevard between Sepulveda Boulevard and just west of Gayley Avenue would be excluded from the project to avoid potential conflicts with the I-405 on-/off-ramp traffic.

Wilshire BRT Project NOP
Page 3

SCOPING MEETINGS: Four public scoping meetings will be held for the project. Information regarding the Wilshire BRT project presented at these meetings will be identical.

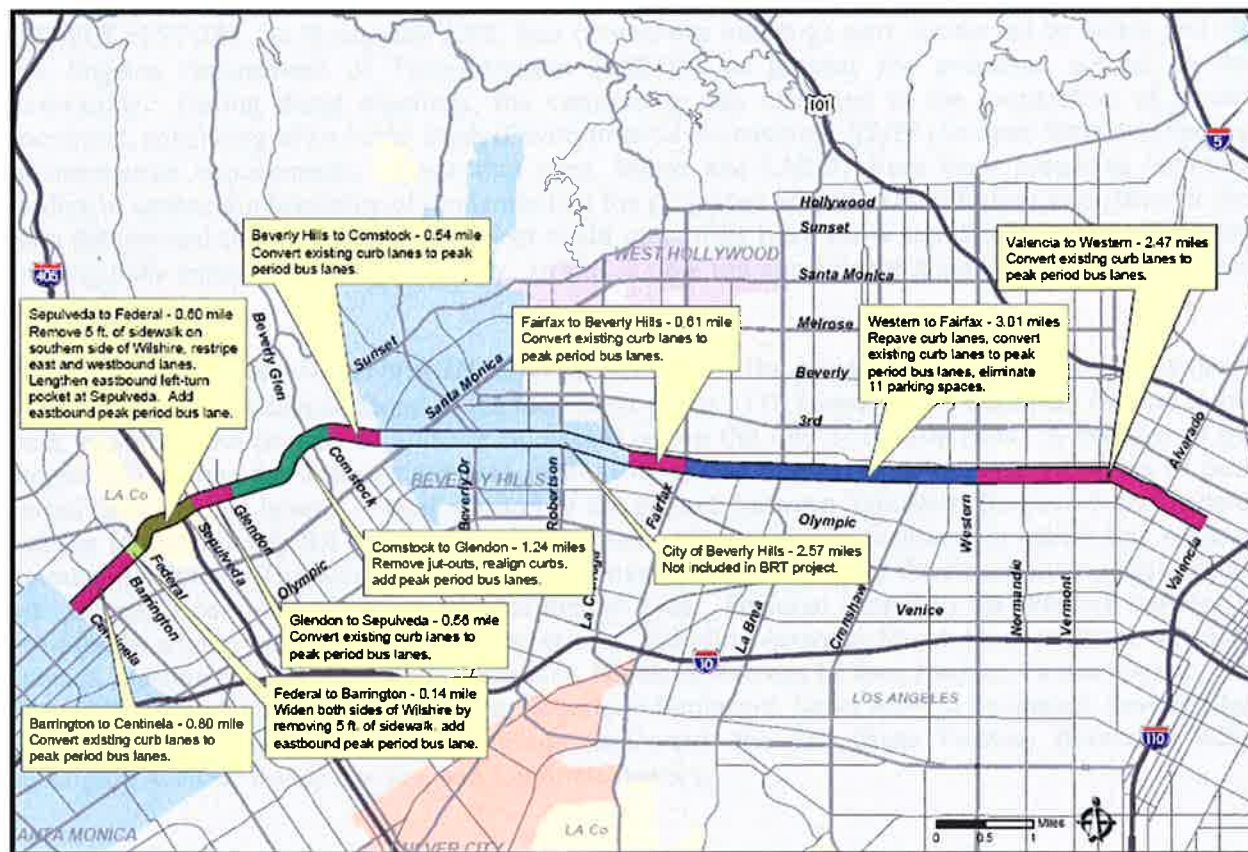
Monday, October 5, 2009 6:00 p.m.
Felicia Mahood Center
11338 Santa Monica Boulevard
Los Angeles, CA 90025

Thursday, October 8, 2009, 6:00 p.m.
Westwood Presbyterian Church
10822 Wilshire Boulevard
Los Angeles, CA 90024

Wednesday, October 7, 2009, 6:00 p.m.
Wilshire United Methodist Church
4350 Wilshire Boulevard
Los Angeles, CA 90010

Tuesday, October 13, 2009, 6:00 p.m.
Good Samaritan Hospital
Moseley-Salvatori Conference Room
637 Lucas Avenue
Los Angeles, CA 90017

AGENCY RESPONSE TO THIS NOP: Written responses and comments will be accepted until October 23, 2009. Please send written comments to Martha Butler, Project Manager, Metro, One Gateway Plaza, Los Angeles, CA 90012. Your comments may also be sent by email to wilshirebrt@metro.net (Please include the name of the project in the subject heading.). Or you may call the Wilshire BRT Project hotline number at (213) 922-2500 and leave a message.



Los Angeles County Registrar / Recorder
12400 Imperial Highway, Norwalk, CA
(800)201-8999

Business Filings

NORWALK

Cashier: T. YATES



Wednesday, September 23, 2009 9:35 AM

Item(s)

Fee	Qty	Total
NoP - County Posting Fee	1	\$75.00
Total		\$75.00

Customer payment(s):

Check	\$75.00
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<u>Check List:</u>	
#1117	\$75.00

Comment Letters

WILSHIRE BRT PROJECT – SUMMARY MATRIX OF SCOPING COMMENTS

Commentor	Concern regarding anticipated increase in bus ridership (Chapter 2.0; Section 4.1)	Discuss existing and anticipated ridership in each segment /compare bus ridership to car usage (Chapter 2.0; Section 4.1)	Impact on automobile travel times/increased idling and congestion lead to more noise and air quality problems (Sections 4.2, 4.4)	Less accessibility to businesses and homes/ reduced emergency access (Section 6.5)	Concern/more info regarding results of past trial bus runs/results of test demonstrations	Discuss changes in data assumptions for bus delays/bus speeds/auto speeds in Westwood since 2001 FEIR (Section 4.1)	Describe existing and anticipated bus operations such as increase in bus speeds/bus use of auto lanes/speed enforcement measures/ number of buses/change in bus and auto travel times (Section 4.1)	Discuss availability and need for parking structures/park ride lots (Section 4.1)	Encourage mass transit/light rail/alternative modes of transportation (Chapters 1, 2; Section 4.1)	Project will create more traffic in neighborhood (Section 4.1)	Project will increase accident rate	Cut-through/neighborhood impacts/more gridlock (Section 4.1)	Concerns regarding Santa Monica and/or Beverly Hills not participating (Section XX)	Concern regarding road degradation/recommend use of concrete bus lanes for less maintenance	Describe parking impacts/loss of parking spaces (Section 4.1)	Describe impacts to traffic at Pico/Olympic/Santa Monica/Sunset (Section 4.1)	More stress, noise, pollution, and speeding vehicles/reduced quality of life (Sections 4.4)	Impacts to air quality, noise and vibration from more busses/busses running closer to residents (Sections 4.2, 4.4)	Concern regarding aesthetic impacts of project (Section 4.6)	Concern regarding impacts to property values	Increased risk to children, elderly, pedestrians, cyclists, pets, neighborhood; health/safety concerns (Section 6.5)	Impact of project on cyclists and use of bus lane should be evaluated	Impact to schools/churches/increased health risks to children (Section 6.5)	Describe impacts of/reasoning behind project alternatives (Chapter 5)	Concerns regarding segmentation of the project	Describe requirements for federal funding/project funding questions (Chapter 1, 2)	Waste of tax dollars	Land use impacts/change in neighborhood character/ consistency with community and specific plans/growth inducing impacts (Section 4.5, 6.4)	Concern about street widening/removal of sidewalks	Request that center lanes and stations/ dedicated bike lanes/shared bus-bike and bike bypass lane be evaluated	Project impacts to traffic on north/south and east/west streets (Section 4.1)	Would like to retain jut-outs	Area west of the 405 freeway should be studied separately (Section 4.1)	Discuss impact on access to the 405 freeway/bottlenecking at 405 (Section 4.1)	Discuss LOS impacts to segments and intersections on adjacent roadways (Westwood and west of 405) (Section 4.1)	Scope of the project should exclude Westwood residential corridor/condo canyon area	Concern regarding project elements such as sidewalk, jut-out (tree), median, and auto lane removal/restriping/signal priority timing (Chapter 2)	Request to be added to notification list/project updates	Describe mitigation measures for parking, traffic/traffic management (Section 4.1)	Project will help to increase transit use and reduce air pollution and green house gases. (Section 4.2)	Project will reduce congestion and bus travel time/improve reliability (Chapter 2)	Project will help spur other BOLs throughout other major streets in LA	Support the project	Other Comments	
Neighborhood/Community/Homeowners' Groups																																													
Sandy Brown (Holmby-Westwood Property Owners Association)	X	X	X	X	X	X	X	X		X		X	X	X	X	X		X	X	X	X	X	X	X							X			X	X	X	X						Discuss impacts on Wilshire from removal of the I-405 off ramp at Montana. Would like all impacts discussed starting 2012, not 2020. Explain how bus lane improvements have been integrated with future improvements to the 405.		
Jerome Brown (The Diplomat Condominium Association)	X	X	X	X	X	X							X		X		X		X	X									X		X				X	X	X		X					Lack of north/south transit modes will restrict car users from switching to busses. Believes restriping could be completed first.	
Jan Reichmann (Comstock Hills Homeowners Association)			X	X					X											X	X	X														X									
Raymond Yashoufar (The Grand HOA)				X						X					X		X		X	X												X				X	X								
Ten Five Sixty Wilshire Condominium Association				X					X						X					X																	X								
Mike Eveloff (Tract No. 7260 Association)	X	X	X	X	X			X		X	X	X	X	X			X	X	X		X	X	X						X				X		X	X		X						Review interaction with the ATCS system. Requests full compliance with NEPA if federal funds are used.	
Raymond Klein (Brentwood Community Council)	X	X	X		X		X	X					X		X	X													X		X	X	X										Analyze the benefits and adverse impacts if the dedicated bus lane were to end at the east end of Beverly Hills. Study alternative that implements a bus lane westbound during morning rush hour and eastbound during the evening rush hour only.		
Robert Leich (Crown Towers HOA)				X									X				X		X									X								X									

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Jason B.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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Sean Carroll																																		X		X	
Anthony Nigro																																					Would prefer to see resources used for extension of the subway along Wilshire.
Darrell Clarke																																			X		Supports the "Project Alternative" and all of its changes as specified on the map on page 13 of the "Wilshire BRT Presentation 10-5-09" PDF.
David Holtzman			X		X		X		X	X		X				X	X										X	X									Would like EIR to acknowledge the presence and significant role of San Vicente Blvd. north of Federal Ave. Would like to see impacts quantified. Would like to see a hazards section in the EIR. EIR should consider an alternative (or possibly, mitigation) that takes the sidewalk widening area from the north side of Wilshire instead.
Ivan Finkle			X		X				X																												
Jeffrey Jacobberger										X							X											X	X							X	Would like EIR to be based on actual, not theoretical, lane distribution of existing traffic. Supports increased bike lanes and amenities on Wilshire, and would like to confirm the bus-only Lane would be available to bicyclists.
Lily Chang													X																								Bus lanes on Wilshire between Normandie Ave. and La Brea Ave. are undriveable.
Owen Smith																																					Questions about timing and repaving of Wilshire (no specifics).
Raul Rojas																																			X		
Richard Risemberg																												X									
Dorothy Le (Los Angeles County Bike Coalition)																	X										X		X							X	Jut-outs provide green space and a buffer from traffic to the residents and pedestrians around the neighborhood.
Ken Alpern (CD 11 Transportation Advisory	X		X			X		X				X		X			X																				Would like to know if project can be implemented in phases. Will carpools and vanpools be able to use the lanes during off-

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C. Lopez																	X															buses would be moving, not idling. Does not support the project. More services are needed in East Los Angeles.
Rose Meltzer			X								X						X					X	X			X						
Nicky Gewirtz (Belmont Village Westwood)																	X						X									
Morgan Wyenn (Natural Resources Defense Council)											X												X								X	
Channing Martinez																													X	X	X	
Marlina Morris			X								X		X				X									X						Concerned that not every building along Wilshire Blvd in Westwood was not contacted, specifically the Californian and Carlisle.
John Woodall																	X	X					X			X						Does not support the project. Believes timing of traffic signals could improve traffic flow at Westwood/Wilshire intersection.
Roxanne Stern																													X	X	X	
Joe Bayes			X		X																										X	Would like to see protection for those making right turns in front of the bus lane.
David Holender			X			X				X													X									Concerned that buses will dart in and out of the bus lane, or that the 920 and 720 will get caught behind the 20.
Sam Vesterman				X						X		X			X	X							X			X		X				Concern about project impacts being unmitigable.
Sharon King				X					X								X									X						
Jerome Brown																										X						Same as letter (top).
Matthew Kroneberger																														X		
Sandy Brown			X																					X								

Commentor	Concern regarding anticipated increase in bus ridership (Chapter 2.0; Section 4.1)	Discuss existing and anticipated ridership in each segment /compare bus ridership to car usage (Chapter 2.0; Section 4.1)	Impact on automobile travel times/increased idling and congestion lead to more noise and air quality problems (Sections 4.2, 4.4)	Less accessibility to businesses and homes/ reduced emergency access (Section 6.5)	Concern/more info regarding results of past trial bus runs/results of test demonstrations	Discuss changes in data assumptions for bus delays/bus speeds/auto speeds in Westwood since 2001 FEIR (Section 4.1)	Describe existing and anticipated bus operations such as increase in bus speeds/bus use of auto lanes/speed enforcement measures/ number of buses/change in bus and auto travel times (Section 4.1)	Discuss availability and need for parking structures/park ride lots (Section 4.1)	Encourage mass transit/light rail/alternative modes of transportation (Chapters 1, 2; Section 4.1)	Project will create more traffic in neighborhood (Section 4.1)	Project will increase accident rate	Cut-through/neighborhood impacts/more gridlock (Section 4.1)	Concerns regarding Santa Monica and/or Beverly Hills not participating (Section XX)	Concern regarding road degradation/recommend use of concrete bus lanes for less maintenance	Describe parking impacts/loss of parking spaces (Section 4.1)	Describe impacts to traffic at Pico/Olympic/Santa Monica/Sunset (Section 4.1)	More stress, noise, pollution, and speeding vehicles/reduced quality of life (Sections 4.4)	Impacts to air quality, noise and vibration from more busses/buses running closer to residents (Sections 4.2, 4.4)	Concern regarding aesthetic impacts of project (Section 4.6)	Concern regarding impacts to property values	Increased risk to children, elderly, pedestrians, cyclists, pets, neighborhood; health/safety concerns (Section 6.5)	Impact of project on cyclists and use of bus lane should be evaluated	Impact to schools/churches/increased health risks to children (Section 6.5)	Describe impacts of/reasoning behind project alternatives (Chapter 5)	Concerns regarding segmentation of the project	Describe requirements for federal funding/project funding questions (Chapter 1, 2)	Waste of tax dollars	Land use impacts/change in neighborhood character/ consistency with community and specific plans/growth inducing impacts (Section 4.5, 6.4)	Concern about street widening/removal of sidewalks	Request that center lanes and stations/ dedicated bike lanes/shared bus-bike and bike bypass lane be evaluated	Project impacts to traffic on north/south and east/west streets (Section 4.1)	Would like to retain jut-outs	Area west of the 405 freeway should be studied separately (Section 4.1)	Discuss impact on access to the 405 freeway/bottlenecking at 405 (Section 4.1)	Discuss LOS impacts to segments and intersections on adjacent roadways (Westwood and west of 405) (Section 4.1)	Scope of the project should exclude Westwood residential corridor/condo canyon area	Concern regarding project elements such as sidewalk, jut-out (tree), median, and auto lane removal/restriping/signal priority timing (Chapter 2)	Request to be added to notification list/project updates	Describe mitigation measures for parking, traffic/traffic management (Section 4.1)	Project will help to increase transit use and reduce air pollution and green house gasses. (Section 4.2)	Project will reduce congestion and bus travel time/improve reliability (Chapter 2)	Project will help spur other BOLs throughout other major streets in LA	Support the project	Other Comments																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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WILSHIRE BRT PROJECT – SUMMARY MATRIX OF SCOPING COMMENTS

Commentor	
Concern regarding anticipated increase in bus ridership (Chapter 2.0; Section 4.1)	
Discuss existing and anticipated ridership in each segment /compare bus ridership to car usage (Chapter 2.0; Section 4.1)	
Impact on automobile travel times/increased idling and congestion lead to more noise and air quality problems (Sections 4.2, 4.4)	
Less accessibility to businesses and homes/ reduced emergency access (Section 6.5)	
Concern/more info regarding results of past trial bus runs/results of test demonstrations	
Discuss changes in data assumptions for bus delays/bus speeds/auto speeds in Westwood since 2001 FEIR (Section 4.1)	
Describe existing and anticipated bus operations such as increase in bus speeds/bus use of auto lanes/speed enforcement measures/ number of buses/change in bus and auto travel times (Section 4.1)	
Discuss availability and need for parking structures/park ride lots (Section 4.1)	
Encourage mass transit/light rail/alternative modes of transportation (Chapters 1, 2; Section 4.1)	
Project will create more traffic in neighborhood (Section 4.1)	
Project will increase accident rate	
Cut-through/neighborhood impacts/more gridlock (Section 4.1)	
Concerns regarding Santa Monica and/or Beverly Hills not participating (Section XX)	
Concern regarding road degradation/recommend use of concrete bus lanes for less maintenance	
Describe parking impacts/loss of parking spaces (Section 4.1)	
Describe impacts to traffic at Pico/Olympic/Santa Monica/Sunset (Section 4.1)	
More stress, noise, pollution, and speeding vehicles/reduced quality of life (Sections 4.4)	
Impacts to air quality, noise and vibration from more busses/busses running closer to residents (Sections 4.2, 4.4)	
Concern regarding aesthetic impacts of project (Section 4.6)	
Concern regarding impacts to property values	
Increased risk to children, elderly, pedestrians, cyclists, pets, neighborhood; health/safety concerns (Section 6.5)	
Impact of project on cyclists and use of bus lane should be evaluated	
Impact to schools/churches/increased health risks to children (Section 6.5)	
Describe impacts of/reasoning behind project alternatives (Chapter 5)	
Concerns regarding segmentation of the project	
Describe requirements for federal funding/project funding questions (Chapter 1, 2)	
Waste of tax dollars	
Land use impacts/change in neighborhood character/ consistency with community and specific plans/growth inducing impacts (Section 4.5, 6.4)	
Concern about street widening/removal of sidewalks	
Request that center lanes and stations/ dedicated bike lanes/shared bus-bike and bike bypass lane be evaluated	
Project impacts to traffic on north/south and east/west streets (Section 4.1)	
Would like to retain jut-outs	
Area west of the 405 freeway should be studied separately (Section 4.1)	
Discuss impact on access to the 405 freeway/bottlenecking at 405 (Section 4.1)	
Discuss LOS impacts to segments and intersections on adjacent roadways (Westwood and west of 405) (Section 4.1)	
Scope of the project should exclude Westwood residential corridor/condo canyon area	
Concern regarding project elements such as sidewalk, jut-out (tree), median, and auto lane removal/restriping/signal priority timing (Chapter 2)	
Request to be added to notification list/project updates	
Describe mitigation measures for parking, traffic/traffic management (Section 4.1)	
Project will help to increase transit use and reduce air pollution and green house gasses. (Section 4.2)	
Project will reduce congestion and bus travel time/improve reliability (Chapter 2)	
Project will help spur other BOLs throughout other major streets in LA	
Support the project	
Other Comments	modifications to freeway ramps. Discuss impact of project elements (signal priority timing/re-striping/lane narrowing) on access to I-405. Any modification to State transportation facilities must be coordinated with Caltrans.

Subject: FW: Dedicated Bus Lanes

Date: Wednesday, August 26, 2009 8:26 AM

From: Jody Litvak <litvakj@metro.net>

To: Ginny Brideau ginny@therobertgroup.com, Christine Robert Chris@TheRobertGroup.com

Cc: Martha Butler butterm@metro.net

[Comment that came in on our e-mail box.](#)

From: Harold L. Katz [mailto:hkatz@katzfram.com]

Sent: Tuesday, August 25, 2009 5:58 PM

To: WilshireBRT

Cc: Susan Bursk; CenturyCityNews.com@me.com

Subject: FW: Dedicated Bus Lanes

[I thought I had send this yesterday but I can't find it in my sent box, so here it is again.](#)

To Elected Members, Appointed Members and Paid Staff of the MTA:

RE: Wiltshire Blvd. Dedicated Bus Lanes

As a opposed to writing this from scratch I'm going to share with you things I have written beginning in 2004. In 2004 I wrote to all the Council Members, the Mayor and Supervisor Zev Yaroslavsky, I never received one response. Several Council Members whom I spoke with requested that I send them new copies of what I had written and again I was ignored. **I have concluded that anyone trying to respond to my questions and comments would have to conclude that my conclusion is correct.** There is no other reason for my being ignored. I've written many letters to elected officials and in all most all cases I receive a response, even if it is a canned and meaningless response. Occasionally I receive personal responses addressing the issues that I have written about. Only when discussing the dedicated bus lanes have I been totally ignored.

The construction of Dedicated Bus Lanes on Wilshire Blvd., will result in the

worst gridlock Los Angeles and especially the Westside has ever seen. The following are abstracts from previous submissions in 2004, 2005, and 2007.

I challenge the MTA to respond to my questions and comments with specific responses to each issue raised:

On April 27, 2007 I wrote the following:

With all due respect to the City Council Members and the Supervisor, they have no idea as to the Gridlock they are going to cause, and **how many cars they are going to divert to neighborhood streets.** The article says that the dedicated bus lanes would offer fixes to east-west traffic congestion. Quite the contrary is true. I know as my wife and I have lived with the test dedicated bus lanes for several years, it seems a life time.

Official stats say that the busses reduced their travel time over the one mile test run by 30 seconds, while cars were slowed by 2.8 minutes each. Tell that to my wife who has sometimes spent over 30 minutes traveling that one mile test area going East during evening peak-hours.

Also, while the city does not maintain statistics for accidents where no injuries occur, let me assure the owners of the auto bump and paint shops that their business is going to boom, while insurance costs are going to sky rocket. If you want to know what is coming, go out and **interview the police motorcycle officers who have to deal with all the accidents created by cars crossing through the bus lanes making right turns.** I once saw a Mercedes literally imprinted on the front of a bus, with its wheels off the ground.

Here is a letter I wrote the Los Angeles Times on 11/7/05 for their edification:

Editor Los Angeles Times 11/7/05:

Today your editorial endorsed the Express Bus Lanes along the entire Wilshire corridor and I would assume other major transportation corridors.

My office is located at the Eastern end of the experimental Bus Lane on Wilshire, so I have some first hand observations to offer for your further consideration. I appreciate that this letter will be too long to print, but I would like to know that your editorial committee at least considered these points:

1. How many accidents have occurred as a result of the test lanes? I have witnessed what I believe to be an abnormal number.
2. How do the number of accidents compare to a similar period before the test lanes were instituted?
3. Invite LAPD motorcycle officers to offer their evaluation of the impact of the test lanes on traffic flow. They are the leading experts in the field.
4. To the city's benefit, but of questionable value to the ticketed drivers, how many tickets were written during the test period, and how much money was generated?
5. How many extra motorcycle police officers are going to have to be permanently assigned to the entire length of Wilshire Blvd. in order to protect the drivers who obey the law from those that do not? Even if tickets written will fund their costs, where are they going to come from?
6. What does a car do that wants to enter a gas station, a 7/11, a mall, a condo, etc. when there is a solid white lane in front of the driveway entrance?

When the cars exit, they will have to cross the bus lane and enter Wilshire via the 2nd lane. I do that almost every day when I leave my office at 11620 Wilshire. See my next point.

7. During the rush hour, when an auto exits my office building, it must now turn into the 2nd lane from the curb, instead of the first lane. During rush hour this lane is usually backed up from the next street's traffic light at Federal. This causes the auto to enter the 2nd lane only partway,

which leaves that car blocking the bus lane (it has happened to me numerous times). This is going to block the bus lane until traffic in the 2nd lane begins to move.

It also limits the number of cars making a right turn to one car per traffic signal cycle. The traffic light cycle at Wilshire and Federal is well over a minute, maybe two. Consider the impact along the entire Wilshire Blvd. corridor and the high-rise buildings whose exiting tenants; visitors and condo owners will be limited to one car per cycle during rush hour.

8. I understand that the Department of Transportation opposes the concept but will not step forward in deference to the MTA. Is this true?

9. Supervisor Yaroslavsky said, “everyone wins” with this program. With all due respect to my friend Zev, he also successfully sponsored a ballot proposition that forbid the use of transportation sales tax revenue for the construction of a subway on Wilshire Blvd. Wilshire is the heaviest traveled public transportation corridor west of the Mississippi if not New York, with the highest density of jobs and residences.

As our population grows by millions over the next 20 years, the only way to accommodate those that use public transportation on Wilshire will be by subway. Of course if we started now, the subway would be finished in 30 to 40 years, by which time our population will have increased by even more millions.

We can never catch up, as we never plan ahead for a sufficient number of years. As to the cost of a subway, the London subway was built in the mid 1860's and is still going strong. Amortize a subway's cost over 200 years and it is no longer that expensive in relation to its benefits.

10. Your editorial stated that **slowing traffic while allowing busses to drive faster would be a wonderful reason to get out of one's car and take a bus. I think you are wrong.** You say that MTA says it takes a car 19 minutes to go one mile and a bus makes it in seven minutes. The 19 minutes can only apply when the Westside shuts down due to a specific cause, it cannot be correct for a normal business day. My wife's

office is at 12300 Wilshire, at the beginning of the test bus lanes and she usually drives to my office in less then 19 minutes, unless something has happened somewhere that impacts Westside traffic..

The test improved bus time by 30 seconds, from 5 minutes to 4.5 minutes. However, auto traffic was slowed by 2.6 minutes. Extend that out for a 10-mile trip and the bus rider will save 5 minutes and the **thousands of auto drivers will lose 26 minutes, probably more.**

Imagine the domino effect on all the surrounding streets and the North South streets. These are indeed Interesting results. Think of the elevated blood pressure levels, the anger that will be taken home, and the anger that may play out on the streets. I believe that I abstracted these results from your newspaper several months ago, and it conflicts with your current quote of the MTA.

11. I haven't even touched on the parking question.

I would like all these questions and comments addressed by those that are in a position to know the answers. **I am not interested in what worked in Brazil, it isn't going to work here on Wilshire Blvd. and that is an irrefutable fact.**

Harold L. Katz, C.P.A., Citizen activists for 39 years on traffic and other subjects
11620 Wilshire Blvd., Suite 580
Los Angeles, CA 90025

Telephone: (310) 479-7889, Ext. 100

Fax: (310) 479-6388

Email: hkatz@katzfram.com <<mailto:hkatz@katzfram.com>>

www.katzfram.com <<http://www.katzfram.com/>>

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study

Date: Monday, September 21, 2009 10:11 PM

From: Webmaster <RSC_Webmaster@metro.net>

To: WilshireBRT WilshireBRT@metro.net

firstName: Miguel

lastName: Ojeda

organization: My Opinion Inc (totally made up)

emailAddress: Manuel2299@gmail.com

streetAddress:

city:

state:

zipCode: 91311

Date: Monday, September 21, 2009

Time: 10:11:58 PM

comments:

although I do believe there should be a well planned out bus route on wilshire, I more so believe the purple line should be extended to the ocean.

A well though out, well organized rail system supplemented by reliable, comfortable bus service makes more sense.

People that have the option between a car and a bus will more than likely take a car because of the reputations buses have in los angeles of being dirty, and their association with "lower class" groups of people.

A big problem I have with buses is the fact that anywhere they run the road is wavy or bumpy which is uncomfortable not only on the bus, but also shortens the life of the bus by increasing vibration and making parts come loose. If there will be a lane for buses, make sure there is proper re enforcement under the asphalt (cement should be used, it seems to last longer of course not taking into account earthquakes)

I'm not apposed to the idea, but I'm also not all for it. adding buses to an already heavily congested street and taking away a lane will only make matters worse.

I am opposed to street cars in these types of situation because like buses they do add to the traffic. UNLESS the design puts stations outside of any lane (sidewalk, curbside or otherwise)

these are just random thoughts, i'm not even revising so dont judge.

I'm a 23 yo college student and very interested in transit design and planing.

good luck!

~Miguel

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study

Date: Tuesday, September 22, 2009 4:38 PM

From: Webmaster <RSC_Webmaster@metro.net>

To: WilshireBRT WilshireBRT@metro.net

firstName: Zachary

lastName: Herries

organization:

emailAddress: hotziggity@gmail.com

streetAddress:

city:

state:

zipCode: 90020

Date: Tuesday, September 22, 2009

Time: 04:38:23 PM

comments:

Hello there,

I'm wondering if there has been any progress made in regards to the Wilshire Bus Rapid Transit Project. I remember in your meetings, that construction on this could start as soon as summer 2009. I hope all is going well with this and that we can get this much needed improvement under way. Please update me on what is going on with this project.

Thank you!

Zach Herries

Subject: is the schedule for EIR community hearing out?

Date: Wednesday, September 23, 2009 1:52 PM

From: Sunyoung Yang <Sun@thestrategycenter.org>

To: WilshireBRT WilshireBRT@metro.net

Please let us know when the EIR community hearings get scheduled. We would like our community members to attend and would like to notify them ahead of time. Thanks.

--Sunyoung Yang

Subject: RE: Metro Wilshire BRT: Scoping Meetings

Date: Thursday, September 24, 2009 2:48 PM

From: Barbara Broide <bbroide@hotmail.com>

To: WilshireBRT WilshireBRT@metro.net

Cc: Collins, Gabriela GCollins@exporail.net, Litvak, Jody Feerst Litvakj@metro.net

Conversation: Metro Wilshire BRT: Scoping Meetings

I think it is unfortunate that these meetings are scheduled at the same time as EXPO meetings... October 5 and 7 on the westside. The other two meetings are scheduled around the other EXPO meeting on the 13th.... too many meetings in a short time for most along with the "regular" meetings of HOA's and NC's. I would recommend that there be better coordination between the various transit project meetings.

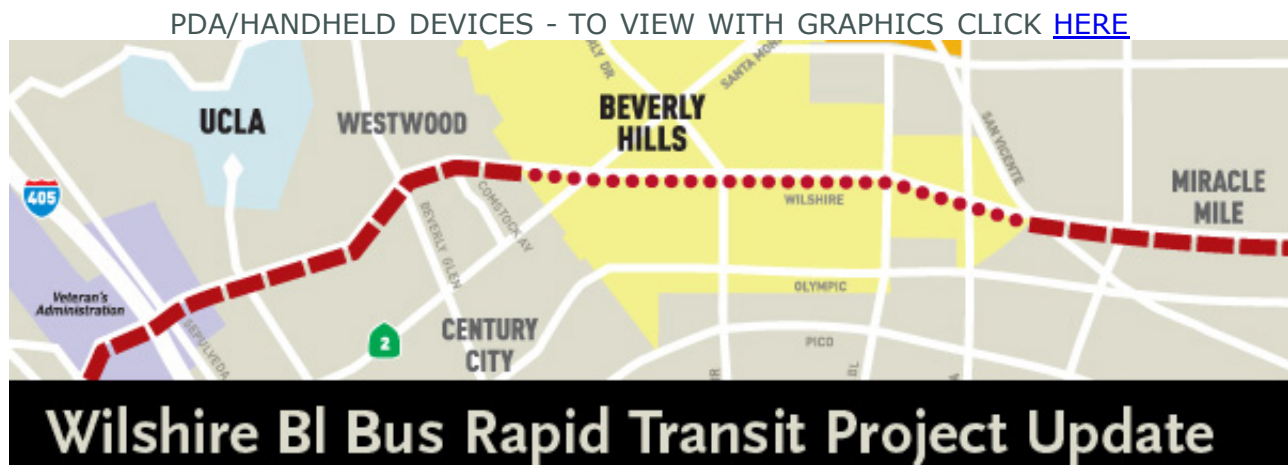
thanks.

From: Wilshirebrt@metro.net

To: bbroide@hotmail.com

Date: Thu, 24 Sep 2009 10:59:47 -0700

Subject: Metro Wilshire BRT: Scoping Meetings



Public Scoping Meetings

Metro, the City of Los Angeles, and Los Angeles County are considering the feasibility of implementing a Bus Rapid Transit (BRT) project on Wilshire Boulevard. This joint effort will be evaluated through the preparation of an Environmental Impact Report/Environmental Assessment (EIR/EA). The EIR/EA, which will be prepared in compliance with State and Federal environmental requirements, will examine the potential for dedicated curbside bus lanes during the morning and evening rush hours along Wilshire Boulevard, from just west of the I-110 freeway to the Santa Monica city line, excluding the City of Beverly Hills. These same three agencies began evaluating the proposed Wilshire BRT Project in November 2008 as part of preparing an Initial Study/Environmental Assessment (IS/EA). An EIR/EA is now being prepared as a consequence of

input received at several community meetings held along the corridor at that time, additional public input, and technical analyses that have been conducted. Please join us at any of the four (4) scoping meetings to learn more about the Proposed Project and Project Alternatives. These meetings will provide the public the opportunity to comment on the project and any potential effects of the project that should be considered in the Draft EIR/EA. The content presented at these four meetings will be identical, so please make sure to attend at the time and location most convenient for you.

Monday, October 5, 6:00 – 8 pm

Felicia Mahood Senior Center

11338 Santa Monica Bl

Los Angeles, CA 90025

Wednesday, October 7, 6:00 – 8 pm

Wilshire United Methodist Church

4350 Wilshire Bl

Los Angeles, CA 90010

Thursday, October 8, 6:00 – 8 pm

Westwood Presbyterian Church

10822 Wilshire Bl

Los Angeles, CA 90024

Tuesday, October 13, 6:00 – 8 pm

Good Samaritan Hospital, Moseley-Salvatori Conference Center

637 Lucas Ave

Los Angeles, CA 90017

All meeting locations are accessible by public transit. Please go to Metro.net to plan your trip. Parking is also available. Garage parking at Good Samaritan is not validated and costs \$8.

For additional information or questions, please visit the Wilshire Bus Rapid Transit EIR/EA website at metro.net/Wilshire.

This message was sent to bbroide@hotmail.com by:

Los Angeles County Metropolitan Transportation Authority

1 Gateway Plaza, 25th Floor

Los Angeles, CA 90012

(213) 922-6000

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Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study

Date: Friday, September 25, 2009 6:07 PM

From: Webmaster <RSC_Webmaster@metro.net>

To: WilshireBRT WilshireBRT@metro.net

firstName: Nathan

lastName: Lothrop

organization: University of Arizona Graduate School of Planning

emailAddress: natelothrop@gmail.com

streetAddress:

city:

state:

zipCode:

Date: Friday, September 25, 2009

Time: 06:07:45 PM

comments:

Hello,

I'm doing a research project on your Metro Rapid BRT system and would like to know when this EIA on a scheduled dedicated lane will be completed.

Thank you very much,

Nathan Lothrop

Dear Mr. Koretz:

As a resident of a building on the Wilshire Corridor, I am very concerned and distressed by the proposal of changes to the street in front of my home.

The thought that I will no longer have a "safe" lane to make the turn out of my driveway to leave for work in the morning or that I will not be able to ever turn left again into my own driveway is frightening to me. Both of the bedrooms in our home are directly above Wilshire Blvd. This means the sound of constant bus traffic is guaranteed. All of the windows of our home are also on Wilshire Blvd. so the known carcinogens in the brake dust are also a very real fear for me and my family.

I will be attending the meeting this evening in the hopes that alternative ideas for the traffic problems in Los Angeles and Beverly Hills will be offered.

I also noticed while on the Metro website, that Wilshire Blvd. in the City of Beverly Hills is excluded from this project. There are several conclusions that can be drawn from this. Please, Mr. Councilman, look out for us the way someone is looking out for the residents of Beverly Hills.

Thank you.

RONNI COBERN-BASIS
Director, Talent Relations
Phone (310) 382-3450
Fax (310) 382-3484

Subject: Wilshire BRT Comments

Date: Friday, October 2, 2009 6:59 PM

From: A. Manushkin <nocivilized@gmail.com>

To: WilshireBRT WilshireBRT@metro.net

Just wanted to say a few things:

- Please update your Wilshire BRT website! It has no information about the meetings, instead I found updates on LAist.com!
- I wholeheartedly support the BRT-but can you also add an update about what the City of Beverly Hills plans to do about the project?
- I understand the original project was supposed to be 24 hours and to appease car driving masses, that was cut down to peak hours. However, peak hour bus lanes aren't going to make that much of an impact on long-term transit ridership. The occasional transit rider who loves their work commute home on the 720 in the BRT lane isn't going to become a dedicated rider 2 hours later when BRT is just another lane that cars can also pass through and the 720's stuck in. Please extend the hours!!!!

Thank you for your time!

Your frustrated, but loving, longterm transit rider,

Allison Mannos
Los Angeles, CA 90029

--

Urban Programs Coordinator
Los Angeles County Bicycle Coalition
634 S. Spring St. Ste. #821
Los Angeles, CA 90014
213-629-2142

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study

Date: Sunday, October 4, 2009 5:23 PM

From: Webmaster <RSC_Webmaster@metro.net>

To: WilshireBRT WilshireBRT@metro.net

firstName: Helene

lastName: Smookler

organization:

emailAddress: smookler@msn.com

streetAddress: 10445 Wilshire Blvd., #1604

city: Los Angeles

state: CA

zipCode: 90024

Date: Sunday, October 04, 2009

Time: 05:23:54 PM

comments:

Please let me know when Wilshire Bus Rapid Transit EA is available.

Wilshire Bus Rapid Transit Project



1728

COMMENT FORM

FORMULARIO PARA COMENTARIOS

Name/Nombre: <u>Alex Shams</u>	
Organization/ Organización <u>VSC Campus & Community United</u>	
Address/Dirección: <u>-</u>	
Telephone/Teléfono: <u>-</u>	Fax: <u>-</u>
Email: <u>ashams07@gmail.com</u>	

Comments/Comentarios:

I like this project - however, it is not enough. ~~and~~ I want the bus-only lane to be bus-only 24-hours a day and separated by a curb from traffic, preferably down the median. This system has been proven to be successful around the world, including the ones I saw in Bogotá, Colombia and Curitiba, Brazil. In

Return comment form to:

Favor de regresar formulario a:

Martha Butler, Project Manager; Metro, MS 99-23-1; One Gateway Plaza, Los Angeles, CA 90012

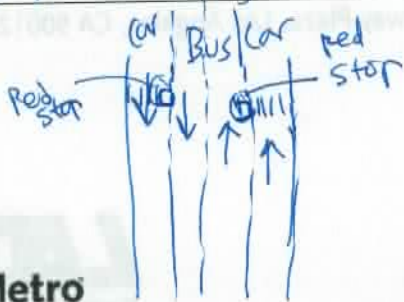
Wilshire Bus Rapid Transit Project



1729

addition, these bus-only lanes must be expanded throughout the city - down Vermont, down Adams, down Western, and down other major streets (Sunset?). Traffic in LA is growing 1% a year - this is outrageous! A Wilshire bus-only lane won't fix this. ~~help~~ Once this is built, the LADOT should replicate this concept across the city.

Also, consider the pedestrian - ~~why so~~ widen the street less and have fewer lanes for cars! So many LA streets are so wide and unpleasant - why can't bus-only lane roads be a respite from this? Make Wilshire have fewer lanes! Have you ever had lunch on Wilshire at 3pm outside? It's miserable, loud, and windy because there are too many cars. Narrow streets, please!



Subject: FW: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study

Date: Tuesday, October 6, 2009 2:06 PM

From: Litvak, Jody Feerst <Litvakj@metro.net>

To: 'Christine Robert' Chris@TheRobertGroup.com, Ginny Brideau ginny@therobergroup.com

From: Webmaster

Sent: Monday, October 05, 2009 5:43 PM

To: WilshireBRT

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study

firstName: John

lastName: Olchak

organization: NBC Universal

emailAddress: john.olchak@gmail.com

streetAddress: 1221 Amherst Ave #9

city: Los Angeles

state: CA

zipCode: 90025

Date: Monday, October 05, 2009

Time: 05:43:14 PM

comments:

Wilshire Bus Rapid Transit Project



COMMENT FORM

FORMULARIO PARA COMENTARIOS

Name/Nombre: <i>RYAN SNYDER</i>	
Organization/ Organización	
Address/Dirección: <i>431 S. BURNSIDE AVE #10 C LOS ANGELES, CA 90036</i>	
Telephone/Teléfono: <i>(323) 571-2910</i>	Fax: <i>323 571-2909</i>
Email: <i>RYAN@RSA-CL</i>	

Comments/Comentarios:

*PLEASE PUT IN THE BUS LANES! THIS SHOULD
BE THE FIRST OF MANY.*

Return comment form to: Favor de regresar formulario a:
Martha Butler, Project Manager; Metro, MS 99-23-1; One Gateway Plaza, Los Angeles, CA 90012

Subject: Support for Wilshire BRT

Date: Tuesday, October 6, 2009 4:41 PM

From: John H. Welborne <john@welborne.net>

Reply-To: "john@welborne.net" <john@welborne.net>

To: WilshireBRT WilshireBRT@metro.net

Cc: 'Tom LaBonge' Tom.LaBonge@lacity.org

Dear Metro:

Attached are two 2007 letters from the Wilshire Homeowners' Alliance (WHA). They show SUPPORT for a bus improvement project. They originally were submitted in connection with the Westside Extension study, but the WHA comments remain relevant examples of Mid-Wilshire area SUPPORT for the Wilshire BRT Project.

Also, as a number of us have said in Metro meetings over recent years -- in SUPPORT of dedicated curbside bus lanes in the Park Mile portion of Wilshire Boulevard (Wilton to Highland):

1. There is no better place along Wilshire for BRT dedicated lanes because -- with the Park Mile's ban on retail and its requirement for off-street parking in Park Mile buildings -- there is no need for curbside street parking on Wilshire. We therefore urge the building of the useful Rapid Bus lanes. (And, in other parts of Wilshire, we know that it would be a public benefit to build off-street parking that would be available at all times . . . to facilitate the use of the curb lanes for rapid buses.)
2. Using available Federal money for these lanes means that Wilshire Boulevard, badly in need of repair, can be rebuilt in our neighborhoods. (We hope that the curb lanes will become long-lasting CONCRETE, like some Old Windsor Square streets, instead of softer asphalt.)
3. Improved and faster Bus Rapid Transit will benefit our communities during the years while subway construction is underway.

There are more reasons, as you know, but the preceding three are pretty good ones!

John H. Welborne
Windsor Square

Vice President for Planning and Land Use
Windsor Square Association



Brookside Homeowners Association
 Citrus Square Association
 Fremont Place Association
 Hancock Park Home Owners Association Est. 1948
 La Brea-Hancock Homeowners Association
 Larchmont Village Neighborhood Association
 Ridgewood-Wilton Neighborhood Association
 St. Andrews Square Neighborhood Association
 Sycamore Square Neighborhood Association
 Wilshire Park Association
 Windsor Square Association
 Windsor Village Community Association

October 31, 2007

Mr. David Mieger, AICP
 Project Manager and Deputy Executive Officer
 Los Angeles County Metropolitan Transportation Authority (METRO)
 One Gateway Plaza, MS 99-22-5
 Los Angeles, California 90012

Dear Mr. Mieger:

This letter is to provide comment regarding the Metro Westside Extension Transit Corridor. My name is John Gresham and I am writing in my capacity as Secretary of the Executive Committee of the Wilshire Homeowners' Alliance (the "WHA Executive Committee"), an organization representing 12 neighborhood associations in and around the Park Mile Specific Plan Area. The Park Mile Specific Plan includes the area along Wilshire Boulevard between 6th Street and 8th Street, from Wilton Place to Highland Avenue.

Your staff asked that the following questions be addressed by the community during the public meetings and during the comment period. The WHA Executive Committee discussed options for the Metro Westside Extension Transit Corridor at its September, 2007 meeting.

Q - Does transit need to be improved on the Westside?

A – Everyone agrees that transit needs to be improved in Los Angeles – on the Westside and elsewhere. The WHA Executive Committee would prefer that a quick, effective, low-cost and flexible solution be implemented. For this reason, we stress that a well thought-out bus system is the only immediate answer because it can be implemented relatively soon (in our lifetimes), at a lower cost than other alternatives, and is flexible enough to adapt to changes in schedule and demographics and routing. Since Wilshire Boulevard runs through the low-density Park Mile Specific Plan area, we would suggest that this is an appropriate 1.4 mile stretch to test dedicated bus lanes, or dedicated rush-hour only bus lanes.

Q - Do you prefer subway, light rail, more buses or another mode?

A – We prefer more buses along with an extensive network of bus routes and, where appropriate, dedicated bus lanes or rush-hour only bus lanes. Buses are a solution that can be implemented quickly, is relatively inexpensive, and can be adapted to the changing needs of the citizens and workers in Los Angeles ... and can be relocated if a mistake is made. The worst failure of a rail system is that the route becomes ineffective. A prime example is the Green Line built to serve the many defense contract workers who no longer work at its

696 South Bronson Avenue, Los Angeles, CA 90005-3601



Brookside Homeowners Association
 Citrus Square Association
 Fremont Place Association
 Hancock Park Home Owners Association Est. 1948
 La Brea-Hancock Homeowners Association
 Larchmont Village Neighborhood Association
 Ridgewood-Wilton Neighborhood Association
 St. Andrews Square Neighborhood Association
 Sycamore Square Neighborhood Association
 Wilshire Park Association
 Windsor Square Association
 Windsor Village Community Association

November 6, 2007

Mr. David Mieger, AICP
 Project Manager and Deputy Executive Officer
 Los Angeles County Metropolitan Transportation Authority (METRO)
 One Gateway Plaza, MS 99-22-5
 Los Angeles, California 90012

Re: Amplification of Support for Westside Subway Extension

Dear Mr. Mieger:

This letter is a follow-up to my October 31, 2007, letter transmitting position statements concerning the Metro Westside Extension Transit Corridor, made on behalf of the Executive Committee of the Wilshire Homeowners' Alliance (the "WHA Executive Committee"), in response to the five questions raised by Metro at the community meetings (the "Prior Letter").


We wish to be clear that while the WHA Executive Committee wishes to stress the improvements to the Metro bus system for all of the reasons stated in the Prior Letter, the WHA Executive Committee does not oppose a Westside subway extension. We do not want our support for improvements in the bus system, which can be achieved near-term, to be seen as opposition to subway extension(s) to the west.

In WHA Executive Committee meetings, there definitely has been a consensus to not oppose a Purple Line extension, provided that: 1) there be no unneeded station at Bronson-Lorraine (Crenshaw) and Wilshire, because of the extant low-density zoning and for all of the other reasons given previously, and 2) such a Purple Line extension not cause geological, water-table, or other problems for properties in our communities.

(We presume that such engineering issues are being studied and that the much-ballyhooed technological improvements in tunneling systems have removed all previous problems of drilling deep underground adjoining our neighborhoods.)

Thank you for allowing me to clarify the WHA Executive Committee's qualified position supporting a subway extension as well as supporting more immediate bus system improvements.

Sincerely,


 John M. Gresham, Secretary
 Wilshire Homeowners' Alliance Executive Committee

cc: Honorable Tom LaBonge
 Honorable Herb Wesson
 City Planning Director S. Gail Goldberg

Wilshire Bus Rapid Transit Project



COMMENT FORM

FORMULARIO PARA COMENTARIOS

Name/Nombre: <i>Carlos Lopez</i>	
Organization/ Organización	
Address/Dirección: <i>P.O. Box 102</i>	
Telephone/Teléfono:	Fax:
Email: <i>hbcusa@yahoo.com</i>	

Comments/Comentarios:

*Against the close project that
is only waste of taxpayer money.*

*Open the microphone more minutes
to express better some point.*

*that are important for the people
it is not enough*

Return comment form to: Favor de regresar formulario a:
Martha Butler, Project Manager; Metro, MS 99-23-1; One Gateway Plaza, Los Angeles, CA 90012

Subject: Comments re BRT

Date: Wednesday, October 7, 2009 10:45 PM

From: JReichmann <jreichmann@sbcglobal.net>

To: WilshireBRT WilshireBRT@metro.net

COMSTOCK HILLS HOMEOWNERS ASSOCIATION

1429 Comstock Avenue Los Angeles, Ca. 90024

jreichmann@comstockhills.com

RE: NOP of EIR Project: Wilshire Bus Rapid Transit (BRT) Project

Date: October 8, 2009

COMMENTS REGARDING THE WILSHIRE BUS RAPID TRANSIT PROJECT (BRT)

From: Jan Reichmann, President of Comstock Hills Homeowners Association

In **1957**, the League of Women Voters concluded that buses were not the answer

to a growing Los Angeles population and that a rapid transit system should be started immediately. Over 50 years later, we are still trying to make something work while most other large cities in the world have what we should have built.

The BRT, as it relates to our neighborhood just south of Wilshire, would be a disaster waiting to happen.

The WILSHIRE CORRIDOR, running from Westwood Blvd to Comstock, currently moves better than most of Wilshire. If the BRT is allowed to happen in that short stretch, the EIR must address the following:

1. **SAFETY FOR PEDESTRIANS AND CYCLISTS.** Many residents cross at

the corner of Comstock and Wilshire to walk to the heavily used Holmby Park.

Buses currently speed when the lane is open on either side of Wilshire.

Cyclists will be in danger if they try to join in a bus lane with speeding buses.

2. BACK UPS FROM THE LIGHT AT WILSHIRE AT THE Bev. Hilton in Bev. Hills.

During rush hour there is already back up traffic. With the removal of vehicle traffic from two lanes, car back up creates increased fumes while waiting for traffic to move.

3. The WILSHIRE CORRIDOR, UNLIKE OTHERS, IS ALMOST ALL RESIDENTIAL.

4. Getting out of the local streets onto Wilshire will be a challenge as cars currently back up on Comstock and Club View, waiting to enter Wilshire.

5. Access to condos and apartments will be impossible during rush hour with no access for service vehicles. **Belmont Assisted Living** facility will have curtailed access which could create life threatening time delays for emergency vehicles.

6. PRE-SCHOOL FACILITIES AT TWO CHURCHES WILL HAVE PROBLEMS WITH DROP OFF AND PICK UP OF SMALL CHILDREN.

7. BUSIEST INTERSECTIONS WILL BECOME EVEN MORE DANGEROUS WHEN BUSES SPEED IN THEIR OWN LANES. THEY SPEED BEYOND THE

LIMIT NOW!

8. AN EIR MUST FACTOR IN THE FUTURE DEVELOPMENTS THAT HAVE BEEN APPROVED. Increased traffic is already projected in traffic studies. Level of service for traffic on Beverly Glen will be at its lowest. Vehicles trying to bypass each other as lanes are removed will surely be a safety hazard.

9. CONSIDER THIS RECOMMENDATION. AS PER YOUR 2001 EIR EXECUTIVE SUMMARY: EXEMPT THIS RESIDENTIAL CORRIDOR FROM THE BRT.

Jan Reichmann, President

Comstock Hills Homeowners Association

310.277.5139

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study

Date: Friday, October 16, 2009 2:54 PM

From: Webmaster <RSC_Webmaster@metro.net>

To: WilshireBRT WilshireBRT@metro.net

firstName: jean

lastName: Bushnell

organization: Comstock Hills HOA

emailAddress: jeanbush@aol.com

streetAddress: 10348 Eastborne Ave

city: Los Angeles

state: CA

zipCode: 90024

Date: Friday, October 16, 2009

Time: 02:54:49 PM

comments:

We attended the 10/06 open house and have many concerns about the Wilshire busway project.

1. Reducing vehicle traffic during rush hours by removing traffic lanes for bus only will potentially cause major backups between Beverly Glen and Beverly Hills, especially at Comstock, much of which traffic could overflow into our community and overrun our residential streets as motorists look for ways to avoid the blockage.
2. If juxtouts are removed what will happen to the mature trees that line the blvd? The buslanes will be almost on top of the sidewalks with little room for pedestrians to feel safe (and be safe).
3. Will buses be restricted to safe speeds? The Metro Rapid buses fly down Wilshire when their lanes are clear. Who will enforce bus speeds for safety?
4. Bikers sharing the lanes with buses?? Yikes, the danger here. Also, right turn vehicles are allowed in the same lane as the fast moving buses. A dangerous proposition for all.
5. Will buses be allowed to move out of the restricted lanes into the remaining traffic lanes to overtake slower local buses, right turning vehicles, and bikers before returning to the restricted bus lanes? At what speed?
6. Where will those who now park on Wilshire find parking when the lanes are restricted? We are a permit parking area and will not give up our streets to become a parking lot. Due to our

location we have already been through that scenario and do not want to have it happen again.

Subject: Wilshire bus lane

Date: Wednesday, October 7, 2009 3:16 PM

From: tntlinda <tntlinda@bhms.org>

To: WilshireBRT WilshireBRT@metro.net

I am opposed to restricted bus lane in Westwood. It did not work in Brentwood and who thinks it will work in Westwood?

We already are much too crowded on the street and if we should be behind a bus, we have to wait for passengers to load and unload. I both drive and use the 720 bus and think this idea is a very bad one. The increase in the drive time will be awful and the cut through traffic will be equally as bad. There is nothing to be gained for the community and the cars that pass through on Wilshire corridor, if this proposal is adopted. Please consider the drivers and the residents of the area.

Linda Kaufman
1424 Warnall Ave.
LA 90024

Subject: Wilshire Bus Lane

Date: Wednesday, October 7, 2009 6:53 PM

From: Robert Scott <rescott007@alum.mit.edu>

To: WilshireBRT WilshireBRT@metro.net

Cc: Joe/Jan Reichmann JReichmann@SBCGlobal.net, Charles Edelson edelson@radsar.com

I think the proposed bus lane is the result of someone's narrowly focussed "bright idea" without serious thought about the consequences, which would be major congestion and dangerous traffic flows. This would be true especially between the LA Country Club and Westwood Village.

Please get rid of this awful idea as soon as possible and get on with something useful.

Dr. and Mrs. Robert E. Scott
1552 Ensley Ave.
Los Angeles 90024

Subject: Dedicated Bus Lane in westwood

Date: Wednesday, October 7, 2009 8:28 PM

From: ss03ss05@aol.com <ss03ss05@aol.com>

To: WilshireBRT WilshireBRT@metro.net

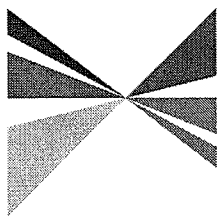
Ladies and Gentlemen,

I cannot attend our neighborhood meeting about the proposed bus lane, but I wanted to let you know that I am opposed to it. It makes absolutely no sense since I understand the City of Beverly Hills will not allow a dedicated lane. More importantly, my neighborhood already has so much cut through commuter traffic that does not obey stop signs and speeds through our neighborhood. It is a safety concern for all of us, but particularly children, elderly and pets. I simply don't see what this will add for the short distance between Comstock and the 405 freeway. Please consider more realistic methods of reducing traffic in Westwood. We are already overwhelmed with cars, noise and exhaust. A dedicated bus lane is merely a very small bandaid on a very serious traffic problem.

Thank you,

Sally Suchil
Ensley Avenue
Los Angeles 90024

SOUTHERN CALIFORNIA

ASSOCIATION of
GOVERNMENTS**Main Office**

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

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www.scag.ca.gov

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Committee Chair**

Jon Edney, El Centro

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Human Development
Carl Morehouse, VenturaEnergy & Environment
Keith Hanks, AzusaTransportation
Mike Ten, South Pasadena

October 7, 2009

Ms. Martha Butler
Project Manager
Metro
One Gateway Plaza
Los Angeles, CA 90012
wilshirebrt@metro.net

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Wilshire Bus Rapid Transit (BRT) Project [I20090585]

Dear Ms. Butler,

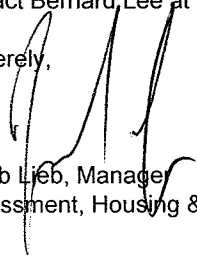
Thank you for submitting the **Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Wilshire Bus Rapid Transit (BRT) Project [I20090585]** to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impact Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082.

SCAG staff has reviewed this project and determined that the proposed project is regionally significant per California Environmental Quality Act (CEQA) Guidelines, Sections 15125 and/or 15206. The proposed Project would provide improvements that improve bus passenger travel times, service reliability, and ridership of the existing Wilshire BRT system along Wilshire Boulevard between Valencia Street and Centinela Avenue (excluding the City of Beverly Hills).

Policies of SCAG's Regional Transportation Plan (RTP) and Compass Growth Visioning (CGV) that may be applicable to your project are outlined in the attachment. The RTP, CGV, and table of policies can be found on the SCAG web site at: <http://scag.ca.gov/igr>. For ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format (example attached).

The attached policies are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. We also encourage the use of the SCAG List of Mitigation Measures extracted from the RTP to aid with demonstrating consistency with regional plans and policies. **Please provide a minimum of 45 days for SCAG to review the DEIR and associated plans when these documents are available.** If you have any questions regarding the attached comments, please contact Bernard Lee at (213) 236-1800 or lee@scag.ca.gov. Thank you.

Sincerely,



Jacob Lee, Manager
Assessment, Housing & EIR

DOCS# 154079

**COMMENTS ON THE NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
WILSHIRE BUS RAPID TRANSIT (BRT) PROJECT
[SCAG NO. I20090585]**

PROJECT LOCATION

The project is along a corridor of Wilshire Boulevard between Valencia Street to the east (west of the I-110 Freeway) and Centinela Avenue to the west, excluding the portion of Wilshire Boulevard within the City of Beverly Hills. A majority of the project falls within the mid-western area of the City of Los Angeles and includes 9.6 miles of peak period curbside bus lanes. A small portion of the project, between Sepulveda Boulevard and Federal Avenue (approximately 0.6 mile), near the Veterans Administration facilities, is within Los Angeles County jurisdiction.

PROJECT DESCRIPTION

Wilshire Boulevard is the most heavily used bus corridor in the County of Los Angeles, with approximately 93,000 transit boardings taking place along the corridor each weekday. In addition to being the most heavily used transit corridor in the County, Wilshire Boulevard has the distinction of having some of the highest average daily traffic (ADT) volumes in the City of Los Angeles. Approximately 110,000 automobiles pass through the intersections of Westwood Boulevard, Gayley Avenue, and Veteran Avenue each weekday in the Westwood area. While ADT volumes are lower along the eastern portion of the project area (e.g., the ADT volume at Fairfax Avenue is 62,000), the corridor's average ADT volume is estimated at 80,000. With increasing ADT volumes on Wilshire Boulevard, demands for viable alternatives to the automobile have increased as congestion continues to slow automobile travel. This same congestion also slows buses, increasing travel time, and reducing schedule reliability for transit customers, while increasing operating costs for Metro. Average bus speeds, along with automobile speeds, have declined steadily over the past 20 years. The Wilshire BRT project is intended to improve bus passenger travel times, service reliability, and ridership of the existing Wilshire BRT system, and encourage a shift from automobile use to public transit.

A number of general improvements are required as part of the proposed project. These general improvements include restriping of traffic lanes, as necessary; conversion of existing curb lanes to peak period bus lanes in each direction; upgrade of the existing transit signal priority system; street widening and/or street reconstruction in select areas; and installation of traffic/transit signage and pavement markings, as necessary. Most of the existing curb lanes in the City of Los Angeles would be "converted" to bus and right-turn only operation in the peak periods (7 a.m. to 9 a.m. and 4 p.m. to 7 p.m.) on weekdays. In these segments, the curb lanes would be repaired or reconstructed, where necessary, and restriped and signed as peak period bus lanes. In other areas, curbside bus lanes would be added as new lanes to Wilshire Boulevard by widening and restriping. Upgrades to the transit signal priority system would also be implemented, including the following: (1) addition of bus signal priority at intersections with near-side bus stops (a recently developed and successfully tested concept), (2) increase in the maximum available time for transit signal priority from 10 percent to 15 percent of the traffic signal cycle at minor intersections, and (3) reduction in the number of traffic signal recovery cycles from two to one at key intersections along the corridor. The Los Angeles County project components include the extension of the eastbound left turn pocket at Sepulveda Boulevard and street widening and restriping between Federal Avenue and Bonsall Avenue to add an eastbound peak period bus lane.

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN

Regional Growth Forecasts

The DEIR should reflect the most current SCAG forecasts, which are the 2008 RTP (May 2008) Population, Household and Employment forecasts. The forecasts for your region, subregion, and city are as follows:

Adopted SCAG Regionwide Forecasts¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Population	19,418,344	20,465,830	21,468,948	22,395,121	23,255,377	24,057,286
Households	6,086,986	6,474,074	6,840,328	7,156,645	7,449,484	7,710,722
Employment	8,349,453	8,811,406	9,183,029	9,546,773	9,913,376	10,287,125

Adopted City of Los Angeles Subregion Forecasts¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Population	4,140,516	4,214,082	4,292,139	4,367,538	4,440,017	4,509,435
Households	1,386,658	1,445,177	1,506,564	1,554,478	1,600,754	1,638,823
Employment	1,860,672	1,905,337	1,933,860	1,967,393	2,003,196	2,037,472

Adopted City of Los Angeles Forecasts¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Population	4,057,484	4,128,125	4,204,329	4,277,732	4,348,282	4,415,773
Households	1,366,985	1,424,701	1,485,519	1,532,998	1,578,850	1,616,578
Employment	1,820,092	1,864,061	1,892,139	1,925,148	1,960,393	1,994,134

1. The 2008 RTP growth forecast at the regional, subregional, and city level was adopted by the Regional Council in May 2008. City totals are the sum of small area data and should be used for advisory purposes only.

The **2008 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals:

- RTP G1** Maximize mobility and accessibility for all people and goods in the region.
- RTP G2** Ensure travel safety and reliability for all people and goods in the region.
- RTP G3** Preserve and ensure a sustainable regional transportation system.
- RTP G4** Maximize the productivity of our transportation system.
- RTP G5** Protect the environment, improve air quality and promote energy efficiency.
- RTP G6** Encourage land use and growth patterns that complement our transportation investments.
- RTP G7** Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

GROWTH VISIONING

The fundamental goal of the **Compass Growth Visioning** effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents.

- GV P1.1** *Encourage transportation investments and land use decisions that are mutually supportive.*
- GV P1.2** *Locate new housing near existing jobs and new jobs near existing housing.*
- GV P1.3** *Encourage transit-oriented development.*
- GV P1.4** *Promote a variety of travel choices*

Principle 2: Foster livability in all communities.

- GV P2.1** *Promote infill development and redevelopment to revitalize existing communities.*
- GV P2.2** *Promote developments, which provide a mix of uses.*
- GV P2.3** *Promote "people scaled," walkable communities.*
- GV P2.4** *Support the preservation of stable, single-family neighborhoods.*

Principle 3: Enable prosperity for all people.

- GV P3.1** *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
- GV P3.2** *Support educational opportunities that promote balanced growth.*
- GV P3.3** *Ensure environmental justice regardless of race, ethnicity or income class.*
- GV P3.4** *Support local and state fiscal policies that encourage balanced growth*
- GV P3.5** *Encourage civic engagement.*

Principle 4: Promote sustainability for future generations.

- GV P4.1** *Preserve rural, agricultural, recreational, and environmentally sensitive areas*
- GV P4.2** *Focus development in urban centers and existing cities.*
- GV P4.3** *Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
- GV P4.4** *Utilize "green" development techniques*

CONCLUSION

As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA. We recommend that you review the SCAG List of Mitigation Measures for additional guidance, and encourage you to follow them, where applicable to your project. The SCAG List of Mitigation Measures may be found here:

http://www.scag.ca.gov/igr/documents/SCAG_IGRMMRP_2008.pdf

SUGGESTED SIDE BY SIDE FORMAT - COMPARISON TABLE OF SCAG POLICIES

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggested format is as follows:

The complete table can be found at: <http://www.scag.ca.gov/igr/>

- Click on "**Demonstrating Your Project's Consistency With SCAG Policies**"
- Scroll down to "**Table of SCAG Policies for IGR**"

SCAG Regional Transportation Plan Goals and Compass Growth Visioning Principles		
Regional Transportation Plan Goals		
Goal/ Principle Number	Policy Text	Statement of Consistency, Non-Consistency, or Not Applicable
RTP G1	Maximize mobility and accessibility for all people and goods in the region.	Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why
RTP G2	Ensure travel safety and reliability for all people and goods in the region.	Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why
RTP G3	Preserve and ensure a sustainable regional transportation system.	Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why
Etc.	Etc.	Etc.

Subject: BRT

Date: Wednesday, October 7, 2009 7:36 PM

From: SG19525@aol.com <SG19525@aol.com>

To: WilshireBRT WilshireBRT@metro.net

To whom it may concern:

Being a New York I fully understand the need for a more comprehensive transit system. Dedicating bus lanes on Wilshire from Comstock to Westwood does not seem like an improvement but rather will create more congestion to our already congested neighborhood.

We need additional bus lanes that will run from downtown to Santa Monica.

the compost team

Sonia (Sam) R. Solbes-Goldstein

1521 Club View Drive

Los Angeles, Ca. 90024

Cell: 818-807-3224

Wilshire Bus Rapid Transit Project



COMMENT FORM

FORMULARIO PARA COMENTARIOS

Name/Nombre:	
Organization/ Organización	
Address/Dirección:	
Telephone/Teléfono:	Fax:
Email:	

Comments/Comentarios:

I think it's important to know where these people live.

Return comment form to: Martha Butler, Project Manager; Metro, MS 99-23-1; One Gateway Plaza, Los Angeles, CA 90012

Favor de regresar formulario a:



From: Caroline Spencer
10316 Wilkins Avenue
Los Angeles, CA 90024
310-785-0619

Notice of Preparation of an EIR
Wilshire Bus Rapid Transit (BRT) Project
 October 8, 2009

Comments regarding the Wilshire Bus Rapid Transit Project (BRT)

Transportation within the City of Los Angeles was planned to accommodate the automobile. This was during the days that LA was growing.

Today persons living within the city must comply with inadequate transportation planning if they are to leave their cars and use public busses to go from one place to another. Current plans think primarily of EAST/WEST destinations rather than planning links to neighborhood shopping centers and services.

Many residents in West Los Angeles rarely go downtown however they need to get from their home to the dentist, doctor, grocery store as well as to their offices. The majority of these destinations are not on an east/west route, rather they are often on zig-zag routes. The City transportation routes offer time delays of multiple transfers for this type of trip.

When I asked if there could be a bus linking UCLA with Century City on a route starting in Westwood Village heading north on Wilshire and south on Beverly Glen Blvd to Santa Monica Blvd and into Century City. I was told that it would be far to expensive to run a route like this so it is not under consideration. A large part of this route is currently covered by express busses however if we board we must ride to Santa Clarita or Down town LA.

We need linkage transportation of the Dash Bus sort in order to get residents out of their cars and onto public transportation.

Thank you

C. Spencer

*One additional comment:
 If Bikers are allowed in bus lanes must the
 bus slow down and follow a single or group of Bike Riders?
 How will that improve bus times?
 Also, has the safety of the bus rider been researched?*

Subject: I have a question about the Wilshire Bus Rapid Transit (BRT) Project Study

Date: Thursday, October 8, 2009 9:04 PM

From: Webmaster <RSC_Webmaster@metro.net>

To: WilshireBRT WilshireBRT@metro.net

firstName: Ira
lastName: Cohen
organization: Comstock Home Owners Association
emailAddress: ira@irapatco.com
streetAddress: 1506 Club View Drive
city: Los Angeles
state: CA
zipCode: 90024
Date: Thursday, October 08, 2009
Time: 09:04:46 PM

comments:

We were at the meeting tonight. I have a couple of questions.

* You state that the cost will be \$31.5 Million. After looking at the cost overruns on the Santa Monica Blvd. project how can you be sure of this cost?

* If the bus lanes are approved, will there be more buses running or just the same number of buses running faster?

* How can you be sure that the ridership will increase? Very few of the riders are residents of the West Side. Most, I believe are workers coming to the west side to work.

* That probably guarantees that you will not reduce the number of autos on this artery.

* As mentioned tonight, the best answer is a subway.

Thanks for listening.

From: Jan Reichmann,
President of Comstock Hills Homeowners Association
 1429 Comstock Avenue
 (310) 277-5139

Notice of Preparation of an EIR
Wilshire Bus Rapid Transit (BRT) Project

Date: October 8, 2009

COMMENTS REGARDING THE WILSHIRE BUS RAPID TRANSIT PROJECT (BRT)

In **1957**, the League of Women Voters concluded that buses were not the answer to a growing Los Angeles population and that a rapid transit system should be started immediately. Over 50 years later, we are still trying to make something work while most other large cities in the world have what we should have built. **The BRT, as it relates to our neighborhood just south of Wilshire, would be a disaster waiting to happen.**

The WILSHIRE CORRIDOR, running from Westwood Blvd to Comstock, currently moves better than most of Wilshire. If the BRT is allowed to happen in that short stretch, the EIR must address the following:

1. **SAFETY FOR PEDESTRIANS AND CYCLISTS.** Many residents cross at the corner of Comstock and Wilshire to walk to the heavily used Holmby Park. Buses currently speed when the lane is open on either side of Wilshire. Cyclists will be in danger if they try to join in a bus lane with speeding buses.
2. **BACK UPS FROM THE LIGHT AT WILSHIRE AT THE Bev. Hilton in Bev. Hills.** During rush hour there is already back up traffic. With the removal of vehicle traffic from two lanes, car back up creates increased fumes while waiting for traffic to move.
3. **The WILSHIRE CORRIDOR, UNLIKE OTHERS, IS ALMOST ALL RESIDENTIAL.**

4. **Getting out of the local streets onto Wilshire will be a challenge as cars currently back up on Comstock and Club View, waiting to enter Wilshire.**
5. **Access to condos and apartments** will be impossible during rush hour with no access for service vehicles. **Belmont Assisted Living** facility will have curtailed access which could create life threatening time delays for emergency vehicles.
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7. **BUSIEST INTERSECTIONS WILL BECOME EVEN MORE DANGEROUS WHEN BUSES SPEED IN THEIR OWN LANES. THEY SPEED BEYOND THE LIMIT NOW!**
8. **AN EIR MUST FACTOR IN THE FUTURE DEVELOPMENTS THAT HAVE BEEN APPROVED.** Increased traffic is already projected in traffic studies. Level of service for traffic on Beverly Glen will be at its lowest. Vehicles trying to bypass each other as lanes are removed will surely be a safety hazard.
9. **CONSIDER THIS RECOMMENDATION. AS PER YOUR 2001 EIR EXECUTIVE SUMMARY: EXEMPT THIS RESIDENTIAL CORRIDOR FROM THE BRT.**

Sincerely,

Jan Reichmann

President, Comstock Hills Homeowners Association

Some of these queries re the Environmental Impact Report on the Wilshire BRT will be asked in public at the scoping meeting held Oct 8, 2009 at the Westwood Presbyterian Church; the entire list will be given to Ms. Litvak or her representative at that meeting, and sent by electronic and postal mail to Martha Butler at MTA.

Jerome Brown, M.D.
President
The Diplomat Condominium Association
10350 Wilshire Bl.
LA, CA 90024

First I wish to make a very general observation about the process which is taking place: I attended prior meetings about the proposed BRT project, during which time numerous requests were made to define in detail what exactly the project was. Often, the answer was to the effect that "we don't know", that someone not in attendance would get the answer for us, or that the answers would be forthcoming during the second round of hearings, a round which never occurred. Consequently, questions asked have never been answered, and the specifics of the project upon which we are supposed to be commenting remain a mystery to us. Seven or eight months ago, the last outreach about this project to the citizenry of Los Angeles occurred. Why, in a period of a few weeks, has the process dramatically accelerated, with no further delineation of the project itself?

Questions to be answered by MTA in its environmental impact report regarding the Wilshire Boulevard bus only lane

1. What data and assumptions have changed about average speeds in the Wilshire corridor condo canyon area since the 2002 environmental impact report by MTA which stated that this was the fastest moving portion of Wilshire corridor for vehicular traffic and that accordingly consideration of a bus only lane in this area was not indicated
2. Explain how a project which decreases bus transit time only modestly while at the same time increasing very substantially the auto transit time for the Wilshire corridor can be considered environmentally friendly
3. With regard to the condo canyon area of Wilshire Boulevard how can the adverse effects upon ingress and egress and servicing of these of buildings with their thousands of inhabitants be mitigated, and what will be done to make ingress and egress safe, given the anticipated high speeds at which buses will be flying? Address the issues of resultant increased air and noise pollution, and concomitant decrease in property values.
4. Explain in detail how the bus only lane ending at Comstock, created by the removal of jutsouts, will in any way speed up either bus or automobile transit time along Wilshire Boulevard at the Los Angeles Country Club and through Beverly Hills when the major cause of backup in that area is at the intersection of Wilshire and Santa Monica Boulevards and in the city of Beverly Hills itself

5. A major component of the B RT project is the underlying assumption that the increased speed of bus flow traffic will result in major switch from automobile to bus utilization by current automobile users. What is the basis for this assumption in a city the size of Los Angeles where so few provisions have been made for frequent and convenient north -south public transit modes to make it convenient for persons to get to destinations other than in the immediate proximity of Wilshire Boulevard itself
6. Explain the validity of the assumptions about the conversion from automobile usage of to bus usage and compare the difference in assumptions in the current environmental impact report from estimated conversion rate as assumed in the environmental impact report of 2001/2002 on this project
7. Address the adverse impacts on streets parallel to Wilshire Boulevard such as Ashton and Lindbrook caused by the B.R T. lane
8. The prior environmental impact report has indicated major worsening of traffic at a large number of intersections along Wilshire Boulevard, many of which are currently at near standstills during peak hours . The fact that these intersections are essentially at standstill and are non mitigatable cannot be used by MTA as an indication that additional worsening of traffic flows at these intersections will be of no environmental consequence . Please explain how and why MTA ignores this issue in its pursuit of a B RT project
9. What is the basis for assumption that Sunset Boulevard and Santa Monica Boulevard will be utilized by persons inconvenienced by traffic backed up on Wilshire Boulevard resulting from a bus only lane, and that these streets can handle such?
10. Explain how the creation of a bus only lane in Westwood will do anything beneficial other than increasing the diameter of the "bottle" without changing the diameter of the inlet/outlet of the bottle, namely the stretch of Wilshire Boulevard along the Los Angeles Country Club and at the intersection of Santa Monica and Wilshire Boulevards on the East, and the 405 Freeway on the West
11. With regard to the eastbound traffic west of the intersection of the 405 freeway and Wilshire Boulevard how can that be improved by a bus only lane when in fact the bottleneck caused by the 405 freeway will not be modified
12. The stated intention to increase the width of Wilshire Boulevard by 5ft. in the east and westbound directions under the freeway is not feasible because doing so would result in a termination of a foot traffic on that stretch of Wilshire Boulevard since the sidewalk there is barely more than 5ft. wide
13. If the purpose of the bus only lane project is to increase the speed of traffic and one of its components is to alter the striping at the intersection of Sepulveda and Wilshire why has not such been done to date rather than having it included as a integral part of a \$26 million project. The cost of restriping to see if it will be effective on would be essentially zero
14. What are the timeline assumptions of any shift in traffic from automobile to bus usage. A time exceeding more than two or three years would seem grossly unrealistic and needs a further explanation as to its validity
15. The potential removal of parking spaces along Wilshire Boulevard in the condo canyon area a will have major adverse and non mitigatable impact upon the buildings which have no access to them other than along Wilshire Boulevard. Please explain will can be done about this .

16. Ridership of buses along Wilshire Boulevard has apparently increased through the years. Has MTA assumed that this increase in ridership is primarily due to a shift from automobile to bus utilization ? What has happened to the motor vehicle usage in the same period of time ?
17. Several years ago there was a trial of a bus only lane on a portion of Wilshire Boulevard between Centinela avenue and Federal Avenue. . This was discontinued at the request of a councilman Rosendahl and the city Transportation Committee because of the councilman's statement that it had severely worsened traffic flow and caused an undue burden on the businesses and residents of his area when other jurisdictions were not involved. No jurisdictions have been added to the list of willing participants in the bus only lane project since that time . Please explain why MTA believes that a bus only lane at the current time will have any effect different from that of the experimental lane several years ago .
18. MTA has improperly indicated in its communications in reference to prior hearings on the BRT project that the majority of persons present favored the project. This was grossly incorrect in reference to hearings in the Westwood area where presidents of homeowner associations and representatives of condominiums spoke representing many thousands of people each were strongly opposed to the BRT project within the Westwood area. The record needs to be corrected on this matter.
19. Describe in detail how the woefully inadequate outreach regarding the project for the first round of hearings has improved in the ensuing months since further hearings were cancelled

October 8, 2009

Ms. Martha Butler
Project Manager
Los Angeles County Metropolitan Transportation Authority (METRO)
One Gateway Plaza
Los Angeles, CA 90012

Re: Wilshire Bus Rapid Transit (BRT) Study

Dear Ms. Butler:

The Grand Condominium at 10445 Wilshire Blvd., between Holmby and Warner avenues, has 109 units and is home to approximately 220 people. The proposed bus lane will be approximately 28.5 feet from the front wall of our residents' homes.

We understand the need for the bus lanes in congested areas such as Beverly Hills (which is exempted) and the Miracle Mile, and Westwood proper. The westward route from Santa Monica Boulevard to Glendon, however, is rarely congested, even at peak hours. In addition, the proposed bus lane is entirely bordered by high rise and low-rise compact residential housing.

The environmental impacts of the proposed lane are significant and cannot be mitigated to below level of significance. Based on our reading of the proposal, we do not think the MTA can justify, with overriding considerations, adding a bus lane between Comstock and Glendon.

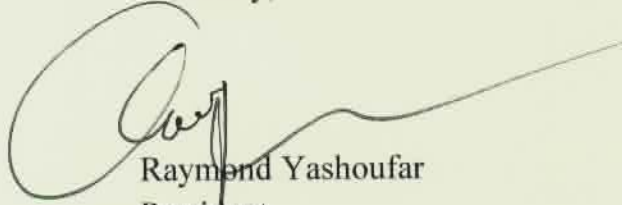
1. Aesthetics. If the remove the jut outs are removed and the curbs realigned, you will be removing the landscaping and trees, which enhance the neighborhood and property values. There is no way to mitigate this. Having large articulated buses passing every few minutes in front of our homes is a huge negative aesthetic impact which also cannot be mitigated.

2. **Parking.** We have a cut-out in from of our building. The few street parking spaces that exist on the boulevard will be removed. This parking is used by short-term visitors to the neighborhood and deliveries such as UPS and FEDEX. All other street parking in the neighborhood is restricted. This parking also serves as a buffer between the traffic and the apartments. There is no way to mitigate this impact.
3. **Traffic.** Condensing all peak hour buses in the lane adjacent to our homes will make it dangerous to enter and exit our driveways. Currently, the median is used as a safe way to turn into the driveways. Removing the median will dramatically increase traffic accidents.
4. **Noise.** Moving all bus traffic to immediately in front of our building will increase noise levels dramatically. Currently, buses use all of the lanes and that defuses the noise. There is no way to mitigate this impact.
5. **Air Quality.** Large articulated buses travelling at high speeds in front of our homes will kick-up dust and PM 10 particulate matter and cause health problems for our residents, many of whom are elderly. In addition, next door to our building is the Belmont Retirement home, which is entirely made up of sensitive receptors. There is no way to mitigate these impacts.

I strongly suggest that you consider an alternative to the proposed project. That is, exempt the area from Comstock to Glendon from the Bus Lane proposal. This alternative will demonstrate fewer environmental impacts and will achieve the same project objectives.

We expect this alternative will be addressed in the Environmental Impact Report.

Sincerely,



Raymond Yashoufar
President

My name is Roxane Stern
I live in North Village Westwood.
Although I have a car, I take the bus as often as I can. It is discouraging
how slow it is.

Los Angeles is choking on air pollution and traffic congestion. Our streets
are overwhelmed.
Buses can really help. Dedicated bus lanes will encourage people to get out of
their cars and onto the bus. Air quality will go up and pollution levels will go
down.

Here on the Westside we need a rush hour bus lane for Wilshire Blvd to
improve our quality of life. Wilshire Blvd is a major artery for Angelinos
going to work, study or play.
When the bus lane goes in we all win-

Bus lanes are not a radical idea they use it in London, NY, San Jose and many
other cities.

Wilshire Blvd. is a MAIN thoroughfare between the Westside and the rest
of the city. People need to be mobile in this corridor and the bus lane is a
modest step to making the boulevard a better street to navigate.

This project has been delayed too long. Let's get started supporting bus
lanes, metro, and all forms of moving people that will not clog the streets or
worsen the pollution.

Thank you,

Roxane Stern
11053 Strathmore Dr
LA CA 90024

**HOLMBY-WESTWOOD PROPERTY OWNERS ASSOCIATION
914 WESTWOOD BOULEVARD P.M.B. 573
LOS ANGELES, CALIFORNIA 90024
(310) 470-1785**

October 8, 2009

**Notice of Preparation of an EIR
Wilshire Bus Rapid Transit (BRT) Project**

Comments on the scope of the environmental document:

1. The comments of the above named organization, representing 1100 single-family homes north of Wilshire Blvd., will generally address the scope of the BRT on Wilshire Blvd. from San Vicente (east of Beverly Hills) through the City of Beverly Hills to Santa Monica.
2. The project includes 9.6 miles of peak period curbside bus lanes in a densely populated, highly developed urban region of the Westside of Los Angeles with extensive commercial and residential uses. Metro's Notice dated Sept. 23, 2009 states "nearby" residential uses. That statement is incorrect in Westwood where thousands of residential uses are literally built on the Wilshire corridor.
3. The Notice states that "congestion continues to slow automobile travel." The project and all alternatives must study the congestion that buses will create for automobile travel between San Vicente (E) through Westwood to the west. What are the time delays for autos?
4. The Notice states, "The Wilshire BRT Project is intended to improve bus passenger travel times, service reliability, and ridership of the existing Wilshire BRT system, and encourage a shift from automobile use to public transit." Discuss how the Project will improve or impact automobile use. Encouraging a shift from auto to bus involves a BIG assumption that people will change their habits. Discuss how you arrived at such an assumption and what will happen if such an assumption is wrong?
5. Discuss the LOS at intersections that are currently at E and F during peak hours in Westwood. What impact will the BRT have on those intersections? Will the LOS change at other Westwood intersections? Discuss each intersection and the ramification of the BRT.
6. The surrounding residential neighborhoods to the north and south of Wilshire have restricted parking including "NO parking anytime except by permit." Discuss the number of parking spaces that will be removed on Wilshire during

peak hours and the impact on workers who have used Wilshire to park during peak hours. Discuss the impact to the residential high-rises for deliveries during peak hours. Many high-rise buildings cannot accommodate mail trucks, Sparkletts, UPS, repair services as cable, elevator, moving vans etc. on site. If four hours are removed from delivery or pick-up, some services would have to be performed for two days. The vans would have to park overnight or return to a warehouse. Discuss the cost impacts to residents and condo maintenance.

7. DOT's report to City Council on November 7, 2005 stated, "Eastbound traffic on Wilshire Blvd. normally destined for the northbound 405 Freeway appears to have diverted up to Sunset to avoid congestion and delays resulting from the reduced capacity on Wilshire Blvd. Southbound 405 traffic has similarly diverted south toward Santa Monica Blvd. "Before" and "after" traffic count data indicate an approximate 22% increase in northbound traffic on Barrington north of Wilshire and a corresponding decrease in traffic volumes in both directions on Wilshire Blvd. during the am and pm peak periods." What is the impact in minutes lost to autos on Sunset, Barrington, and Santa Monica Blvd.? What is the impact on air quality? What is the impact to the thousands of residents living on these streets?
8. Discuss the impact of cut-through traffic on residential streets north and south of Wilshire. Discuss the impact to delivery trucks that parked on Wilshire to service the high-rise condos and to its' residents.
9. Discuss the movement of traffic to Olympic and Pico to escape the BRT. How does Metro know where these autos will divert to? Describe impacts to those neighborhoods as a result of the diversion.
10. What is the exact loss of mature trees along Wilshire in Westwood? Where is each located? What impact will their removal have on the environment?
11. There will be a change in the transit signal priority system. Discuss the impacts this will have on all north/south traffic during peak hours. What change will occur in existing left turns in the east, west, north, and south direction?
12. Reduction in the number of traffic signal recovery cycles will be a factor at key intersections along the corridor. Describe all impacts that will result.
13. There will be an increase in noise to every high-rise in Westwood if the BRT creates bus lanes closer to each building. Discuss the increase in noise now and with completion of the BRT and the planned addition of buses.
14. There will be a minimum of three different buses (the local (20), and two Rapid Reds (720 and 920), one making more stops than the other). Will the buses use traffic lanes other than curbside? What impacts will the addition of buses into auto lanes have on auto traffic?

15. Bus lanes are also used by bike riders. Discuss the safety issues and other adverse impacts related to bikers on Wilshire Blvd. at peak hours using curb lanes. There will also be autos making right turns that will share the lanes with bikers and buses. Discuss the safety issue.
16. Describe any growth inducing impacts along Wilshire and Wilshire adjacent that could result from increased bus ridership and more buses and increased auto and bike use. What are the land-use impacts, the noise impacts, and air quality impacts?
17. One of the build alternatives would retain the jut-outs on the north and south sides of Wilshire between Comstock and Malcolm and the existing curbside traffic lane would be converted to a bus lane in each direction. Discuss in detail all impacts as a result of the removal of 2 lanes of auto traffic at peak hours.
18. Another alternative is the portion of Wilshire Blvd. between Sepulveda and just west of Gayley to be excluded from the project to avoid potential conflicts with the I-405 on-/off ramp traffic. Discuss the reasons for exclusion of the City of Beverly Hills, the City of Santa Monica, the section between Sepulveda and just west of Gayley, the exclusion between Whittier Dr. in Beverly Hills to Comstock in Westwood and what amount of time would be lost to bus travel time? What is the difference to auto travel time now and if these sections are excluded?
19. Discuss the impacts on Wilshire Blvd. from the removal of the off ramp on the I 405 at Montana.
20. The demonstration project for the Wilshire BRT in CD 11 was removed at Councilman Rosendahl's request and he stated that residents and merchants "had borne a high burden for negligible benefit. It is unfair to burden these residents and merchants if other jurisdictions are not committed to working together and implementing the entire project." Have other jurisdictions decided to implement the project? Which ones? What were the impacts on that section of Wilshire when the lanes were operational as bus-only lanes? It was noted that the demonstration was a total disaster and that traffic was severely impacted with the bus-only lane. Describe the results of that project. A "Frequently asked questions" page was distributed by Metro, County Public Works, and City of LA and states that "The City of Los Angeles removed the bus lane in August 2007 until there could be a larger BRT project." It was a disaster!!
21. Why were elected officials (Mayor's office, Councilmember Jack Weiss, Congressmembers Howard Berman, Brad Sherman, Diane Watson, and Henry Waxman, Assemblymembers Mike Feuer, and Julia Bromley, State Senator Sheila Kuehl) and the Bus Riders Union asked to support the Wilshire BRT before the details of the project were made public? Their constituents had no prior info nor were they able to assess the impacts of the project. No one ever asked the Residents Union!

22. On August 25, 2009 at a meeting with Kang Hu, Mr. Hu stated that the forecast of this project is 2012-2020. It is important to know all impacts resulting from this project beginning in 2012 and not wait to see who decides to move from auto to bus by 2020. Therefore, discuss all impacts beginning in 2012.
23. Mr. Hu stated that a lot of intersections cannot be mitigated. What are those intersections? Discuss the impacts on the LOS at those intersections.
24. Does the federal funding for this project require an all or nothing project for the 9.6 miles on Wilshire? Can segments be removed as a result of the EIR?
25. What is the relationship of the planted median for beautification on Wilshire to the federal funding and project description?
26. Does a "no capacity improvement" in Westwood jeopardize any funding?
27. Discuss how a median divider will impact ingress and egress to the many thousand residents who live on Wilshire. List all buildings that will have blocked access as the result of a median. Did MTA's application for federal funds for the BRT include a landscaped median? Does the City of LA support landscaped medians? If so, why and who is supporting this in the Westwood community?
28. What is the impact on air pollution as a result of increased transit times for non-bus riders going north, south, east, and west between Comstock and Selby?
29. What is the assumed percentage of change from auto to bus? How did you arrive at this number? What is planned if such assumptions do not materialize?
30. Discuss all impacts of the conversion of existing curb lanes to peak period bus lanes between Glendon and Veteran Avenues (impacts on auto travel time, pedestrian traffic, buses using multiple lanes, back-up on north/south streets, and bikers).
31. With projected cut-through traffic in the adjacent residential community and buses running closer to the high-rise condos, what will the impact be on home (including condo) values as well as air and noise pollution?
32. There is concern over the bottleneck that will result at Wilshire and Comstock on the east as well as the entrance to the City of Santa Monica on the west. Discuss the impacts at these intersections at pm peak going east and west. What will the delay be to auto traffic?
33. How many times has LAPD been on Wilshire during peak periods using radar to ticket people driving at excessive speeds? If this is such an impacted area at peak hours, how could drivers exceed the speed limit and Wilshire policed with radar?

34. The last EIR on this project (2001) states, "**Westwood** Residents in this community between Comstock and Selby Avenues requested that no parking be removed in this area and that dedicated transit lanes not be considered. This segment of Wilshire Boulevard is the only segment of Wilshire Boulevard in which transit buses do not experience delay due to traffic congestion and therefore no significant benefit was felt to exist from the dedicated transit lanes. Following review of transit speeds, MTA staff concurs with the residents' position and is therefore not recommending any further consideration of dedicated transit lanes in this segment of the boulevard. Buses in this area are recommended to run in mixed-flow traffic." How has this segment changed? What delay do buses experience due to traffic congestion?
35. The 2009-09 Transportation Grant Fund Annual Work Program has given the Bureau of Engineering \$141,000. for corridor improvements between Selby and Comstock. The Bureau of Street Lighting Work Program was given \$60,000. for improvements - Selby to Comstock. The Bureau of Street Services Work Program was given \$50,000. for corridor improvements - Selby to Comstock. How have these specific grants been used between Comstock and Selby? Are they related to any improvements that would improve the environment, circulation, traffic speeds, bus transit time?
36. Describe all benefits the BRT will have to Westwood residents and how such benefits were determined. State all non-beneficial aspects of the BRT for Westwood residents..
37. How will a bus-only lane in front of Sinai Temple (10400 Wilshire at Beverly Glen) impact school ingress at am peak? Egress at pm peak on Holmby Ave.? There exists short poles (bollards) to separate right turn only traffic from through traffic that was implemented for the temple's am drop-off and pm pick-up. What impacts will removal of the bollards create for Sinai and non-Sinai related traffic?
38. What is the average bus speed LOS now between Comstock and Selby and what will it be once the bus-only lane is implemented? Please include the info for all 3 bus lines at am and pm peak traffic.
39. What is the number of persons moved per day by bus and auto after implementation of the BRT between Comstock and Selby? How did you arrive at those numbers? Compare those numbers with those that exist prior to the BRT.
40. Address the impacts to new building construction along Wilshire in Westwood? What is the cost impact to the developer? What is the physical impact to the nearby residents?
41. The Residents Union has as many members as the Bus Riders Union. Because the BRT may help the Bus Riders Union, it will have significant impacts on the

Residents Union. Metro's concern is buses. LA's concern should be that the infrastructure cannot reduce the impacts to a level of insignificance. How does LA respond to its inability to reduce the impacts to a level of insignificance for its residents and bike and auto commuters?

42. A Project Goal is to minimize impacts to existing parking. How will this be accomplished in Westwood?
43. At Metro's Community Meetings held between November 12-19, 2008, Metro states that approximately 1/3 opposed or had concerns and that 2/3 supported the project. This is factually wrong and must be corrected. Several of those individuals who opposed or who had concerns represented associations representing thousands of homes.
44. Discuss the ability of the city to provide parking at Wilshire and/or shuttles to get the residents of Westwood who live between Comstock and Selby to use bus transportation. If you don't make buses available for residents' use, what benefit will be provided for the residents (the Residents Union)? This is injustice at its best! What is the ridership loss without the availability of buses? What is the loss in auto traffic reduction and minutes per car because residents must use their autos because buses are unavailable within a reasonable distance to their homes?
45. Discuss the change in signal priority at all Westwood intersections. Discuss the change in all directions. What impact will priority signal timing have on cross traffic flows?
46. What delay will occur for autos in mixed bus lanes between Comstock and Selby?
47. UCLA creates many car trips at peak hours exiting and entering Wilshire (exiting at Selby, Glendon, Westwood Blvd., Gayley and Veteran) (entering at the I 405, Selby, Glendon, Westwood Blvd., Gayley, and Veteran). Describe the impacts on those streets as well as Wilshire.
48. What was the result of the test demonstration in August, 2007 in Beverly Hills to the areas between Comstock and Selby, including the residential streets of Lindbrook, Ashton, and Beverly Glen?
49. What is the number of people moved in the am and pm peak periods in cars and on buses on Wilshire? Just between Comstock and Selby? Is this a comparison of occupancy to occupancy or occupancy to bus capacity? Is it a comparison with a full bus and full car or a full bus and only one occupant in the car?
50. How will frequency and size of buses impact traffic on Wilshire? Impact traffic between Comstock and Selby? How many additional buses will be put on the Wilshire line? Articulated buses? Will the frequency of the buses change? If so, describe.

51. Describe in detail the traffic modeling assumptions that were, are, or will be used for the BRT. Describe the levels and thresholds of significance.
52. LA County and LA City Transportation Depts. have different thresholds/criteria for significant impacts. What are they for County and City? What threshold will be used for this EIR and why?
53. Describe impacts from reducing the number of mixed flow lanes and removing or restricting left turns between Beverly Hills city limit and Veteran Ave. with respect to street carrying capacity, congestion and delay at intersections, spillover traffic onto adjacent streets and additional right turn movements and traffic circulation where left turns are prohibited.
54. What are the impacts of buses on mixed traffic flow in segments without bus lanes as in Beverly Hills?
55. The development/design standards of the Wilshire-Westwood Scenic Corridor Specific Plan are intended to minimize traffic and parking problems along Wilshire, enhance aesthetic qualities and encourage open space. Explain how the BRT project will minimize traffic and parking problems, enhance aesthetic qualities and encourage open space.
56. Describe the segments of Wilshire Blvd. that are scheduled to be resurfaced with this BRT project. Will this be asphalt or cement?
57. Describe the BRT measures along other transit corridors. Define the corridors.
58. On November 8, 2005 in a letter from John B. Cafoe, Jr. to Wendy Greuel, Mr. Cafoe stated that "Metro engineers have also noted specific challenges in extending the bus lane through the Westwood Village portion of Wilshire Boulevard across Sepulveda. It is felt that the on-ramps and off-ramps for the San Diego/405 Freeway result in a great deal of weaving and potentially unsafe movements. Additional time to address this area is necessary and may require bus lane improvements to be integrated with future improvements to the freeway. Have these bus lane improvements been integrated with future improvements to the 405? Explain what has been accomplished.
59. Detail the neighborhood traffic management measures.
60. What amendments would need to be instituted to the General Plan and/or any Specific Plans?

On November 7, 2005, Frances T. Banerjee, IGM for DOT wrote in a letter to Wendy Greuel, "The bus lanes, which have been in operation since March 8, 2004, have had

some benefits for buses but have had a negative impact on traffic flow with resulting increases in delay and congestion along Wilshire Boulevard, especially at the intersections of Wilshire/Barrington and Wilshire/Federal, and traffic diversion into surrounding neighborhoods. PM peak hour delay has increased by more than 50%. The bus lanes have reduced eastbound mixed flow capacity during peak periods in a critical segment of Wilshire Boulevard between Westgate and Federal Avenues from three lanes to two lanes."

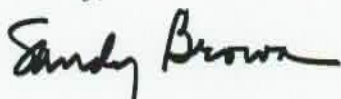
On November 7, 2007, a motion was co-presented by Janice Hahn and Tom LaBonge, seconded by Wendy Greuel that stated "The base assumption behind this proposal is that people who live near transit lines will take the bus or ride a train to work, for shopping and other activities. This idea has been shown to be flawed by several studies, including one from the Mineta Transportation Institute in San Jose. Most Angelenos own cars, and even when they move near transit lines, they continue to use them on a regular basis." This motion discussed the need for major changes in parking requirements of new projects. The point is that the residents will continue to use their cars.

As long as the Wilshire BRT project is going to be implemented in segments, Beverly Hills and Santa Monica being eliminated from the study, it would be justifiable to eliminate the Westwood segment as it was in the 2001 EIR study because the MTA concluded "no significant benefit was felt to exist from the dedicated transit lanes." Staff concurred with the residents' position and "is therefore not recommending any further consideration of dedicated lanes in this segment of the boulevard. Buses in this area are recommended to run in mixed-flow traffic."

The significant impact that the Wilshire BRT will have on automobile traffic, impacts that cannot be mitigated, in an area that is not congested today, even at peak hours, as well as the negative impact on the residential segment of Wilshire (condo canyon) and the adjacent residential streets to the north and south, and the multiple safety issues that will result are excellent reasons to remove the Westwood segment (Comstock to Selby) from further consideration of dedicated transit lanes.

Dedicated bus lanes might be an enhancement to bus service but should not be constructed at the expense of thousands of residents who live on Wilshire and 110,000 commuters who travel by personal automobiles.

Sincerely,



SANDY BROWN

President, Holmby-Westwood Property Owners Association

61. The stretch of Wilshire along La Country Club will not be widened. Once 2 lanes are removed for the buses during peak periods, what is the delay for auto traffic who would only have use of 2 lanes?

Wilshire Corridor/Westwood

Gentlemen and Ladies:

By proposing that we have BUS ONLY LANES on Wilshire Boulevard, you will create a very dangerous situation for those living on the Wilshire corridor. This is a unique residential area of OVER 50 buildings, and OVER 10,000 people who ONLY have ingress and egress from their buildings ON TO WILSHIRE BOULEVARD ?

During the proposed peak hours Bus Only Lane proposal, they would be unable to have garbage collection, and delivery of mail.

There is danger for ambulances, and fire fighters to access our buildings.

Move-ins and move-outs would be impacted, or prohibitive.

With the constant renovation of high-rise units there would be no parking for the trash receptacles.

It would also be very dangerous for drivers leaving their buildings as they will have to drive out of their driveways immediately into the SECOND lane turning right on Wilshire, and if there is a bus there, the bulky size of the bus will obscure a view of the oncoming traffic.

In addition, the Bus Only Lane proposal will drive motorists to use the surrounding residential streets to avoid the congestion on the Wilshire corridor.

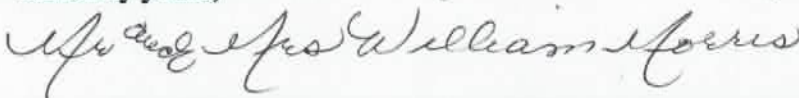
PLEASE drive down to the Wilshire corridor and you will actually see the impact your Bus Only Lane proposal will have on the access and ingress to Wilshire Boulevard from all of these buildings. For the safety of the over ten thousand (10,000) lives on the Wilshire Corridor

PLEASE rethink this irresponsible and dangerous plan.

Beverly Hills won't allow it. Santa Monica won't allow it.

So why are you targeting the Wilshire Corridor??? The only residential section on Wilshire Boulevard.

Sincerely yours,



Mr. & Mrs. William Morris and over 10,000 residents on the Wilshire Corridor

10790 Wilshire Blvd., #1004, Los Angeles, Ca 90024

Date: January 21, 2008

The Honorable City Council, Wendy Greuel, Transportation Committee
City Hall Office
200 North Spring Street, Room 400
Los Angeles, Ca 90012

Dear Ms. Greuel:

According to the 2002 EIR, the traffic speed in the corridor is the fastest of any stretch on the corridor between Comstock and Malcolm, so why are the Department of Transportation, the City Council, and the Metro Transit Authority fixated on trying to make it faster when the traffic will only find a bottleneck at Wilshire and Beverly Glen on the East end, and at the West end beyond the 405?

Why are they not communicating with the inhabitants of this one mile of the Wilshire corridor which has particularly unique problems not encountered by the rest of Wilshire Boulevard? This area of mainly residential high rise condos and apartments has no alleys and all the ingress and egress to these buildings is only from Wilshire Boulevard. Every delivery, trash collection, move ins and move outs, and emergency vehicle has to approach the buildings from Wilshire Boulevard.

To make East and West bus lanes only on Wilshire on peak periods as you are proposing would be a dangerous disaster for these residents, and a traffic nightmare for the Wilshire corridor.

Where are the reports of the experiment last year for the bus only lanes West of Federal Avenue, which was in a commercial area, and ruined many businesses along that route?

There is additionally the current problem of the construction going on at four major sites for three more years, and projected construction of at least three more sites. This construction now takes one lane and sometimes up to two lanes during the day.

The City of Los Angeles received 7.5 million in 2001 to remove the jut outs along the Wilshire mile, (which is now said will cost 3 million to 13 million more to complete, depending on the report you are reading).

In the meantime, the Belmont retirement development at 10475 Wilshire Boulevard has received a moratorium on removing their jut outs, so how is that going to effect the proposed removals? The construction company which is renovating the hotel at 10740 Wilshire, has no plans to remove the jut out at the southeast corner of Selby and Wilshire. Does that mean that the taxpayer will be paying to remove the jut out which has a street signal and a large utility box on it?

Originally the plan was to have the jut outs removed and paid for by the developers as the pieces of property were developed. Now it seems we, the taxpayer, will be footing the bill.

There is additionally the proposal for median planting of trees along this stretch of the boulevard. If implemented, these must be short areas of planting so that residents along the corridor can turn into their parking areas facing Wilshire Boulevard. However, this will cause many to use U turns to get into their driveways, thus causing more traffic problems for Wilshire Boulevard and the adjoining residential streets.

In the meantime, the streets along this mile of Wilshire are in deplorable shape and this condition has not been addressed in years, in spite of notifications by the inhabitants and taxpayers in this area.

Upon examination of all the problems above, we are against the bus lane only proposal for Wilshire Boulevard. Please notify us of any further developments, or information about these proposals.

Yours very truly,

Mr. & Mrs. William Morris

MORRIS, 10790 Wilshire Boulevard, Los Angeles, Ca 90024

cc: Federal Transportation Administration-Mr. James S. Simpson
400 Seventh Street Southwest-Room 9328
Washington, D.C. 20590

Department of Transportation
~~221 North Figueroa Street-Suite 500~~
Los Angeles, Ca 90012

Councilman Bill Rosendahl-Transportation Committee
200 North Spring Street, Room 415
Los Angeles, Ca 90012

Office of the Mayor-Mr. Antonio Villaraigosa
200 North Spring Street-Room 303
Los Angeles, Ca 90012

Councilman of the Fifth District-Mr. Jack Weiss
200 North Spring Street-Room 440
Los Angeles, Ca 90012

Supervisor/Metro Board-Mr. Zev Yaroslavsky
500 North Temple Street-Room 821
Los Angeles, Ca 90012

CONDOMINIUMS, APARTMENTS & HOTELS

WITH INGRESS & EGRESS ONLY TO WILSHIRE BOULEVARD

FOR GARBAGE COLLECTION, MAIL, DELIVERIES, EMERGENCY SERVICES,

MOVE-IN'S ^ MOVE OUTS, CONSTRUCTION, ETC.

CONDOMINIUMS:

1. Diplomat-10350 Wilshire Blvd.
2. Condo-10374 Wilshire Blvd.
3. La Tour-10380 Wilshire Blvd.
4. Wilshire Holmby-10433 Wilshire Blvd.
5. The Grand-10445 Wilshire Blvd.
6. The Churchill-10450 Wilshire Blvd
7. The Dorchester -10520 Wilshire Blvd.
8. Wilshire Marquis-10535 Wilshire Blvd.
9. Regency Wilshire-10551 Wilshire Blvd.
10. The Wilshire-10580 Wilshire Blvd.
11. Wilshire House-10601 Wilshire Blvd.
12. Condos-10645 Wilshire Blvd.
13. Wilshire Manning-10660 Wilshire Blvd.
14. Park Wilshire-10724 Wilshire Blvd.
15. Remington Plaza-10727 Wilshire Blvd.
16. Wilshire Selby East-10747 Wilshire Blvd.
17. Wilshire Selby West-10751 Wilshire Blvd.

18. Marie Antoinette-10787 Wilshire Blvd.

19. The Caryle-10776 Wilshire Blvd.

20. The Californian-10800 Wilshire Blvd.

APARTMENTS:

21. 10336 Wilshire Blvd.

22. Chateau Colline-10341 Wilshire Blvd.

23. The Bermuda-10354 Wilshire Blvd.

24. Wilshire Westwood-10540 Wilshire Blvd.

25. The Summit-10600 Wilshire Blvd.

26. Wilshire Manor-10635 Wilshire Blvd.

27. The Argon-10636 Wilshire Blvd.

28. The Princess-10635 Wilshire Blvd.

29. Westwood Towers- 10717 Wilshire Blvd.

30. 10763 Wilshire Blvd.

31. 10777 Wilshire Blvd.

32. The Legacy Apartments-10833 Wilshire Blvd.

HOTELS:

33. Palomar Hotel-10740 Wilshire Blvd.

34. Beverly Hills Plaza-10300 Wilshire Blvd.

35. Belmont Retirement Village-10475 Wilshire Blvd.

CONDOMINIUMS & APARTMENTS ON WILSHIRE BOULEVARD
IMPACTED BY TRAFFIC & DELIVERY, OR EMERGENCY SERVICES,
BUT HAVE ACCESS TO WILSHIRE BLVD. BY SIDE STREETS

CONDOMINIUMS:

36. Beverly West Residences-1200 Club View Drive

37. Wilshire Terrace-10375 Wilshire Blvd.

38. Wilshire Comstock-865 Comstock Avenue

39. Mirabella- 10430 Wilshire Blvd.

40. Blair House- 10490 Wilshire Blvd.

41. Wilshire Thayer-10550 Wilshire Blvd.

42. 10560 Wilshire Blvd.

43. Crown Towers-10701 Wilshire Blvd.

44. Westford-10750 Wilshire Blvd.

45. Longford-10790 Wilshire Blvd.

46. Venezia-10795 Wilshire Blvd.

APARTMENTS:

47. The Devonshire -10351 Wilshire Blvd.

48. The Sterling Towers-10390 Wilshire Blvd.

49. 10401 Wilshire Blvd.

50. Wilshire Margot-10599 Wilshire Blvd.

51. Wilshire Ashton-10700 Wilshire Blvd.

JUTOUTS:

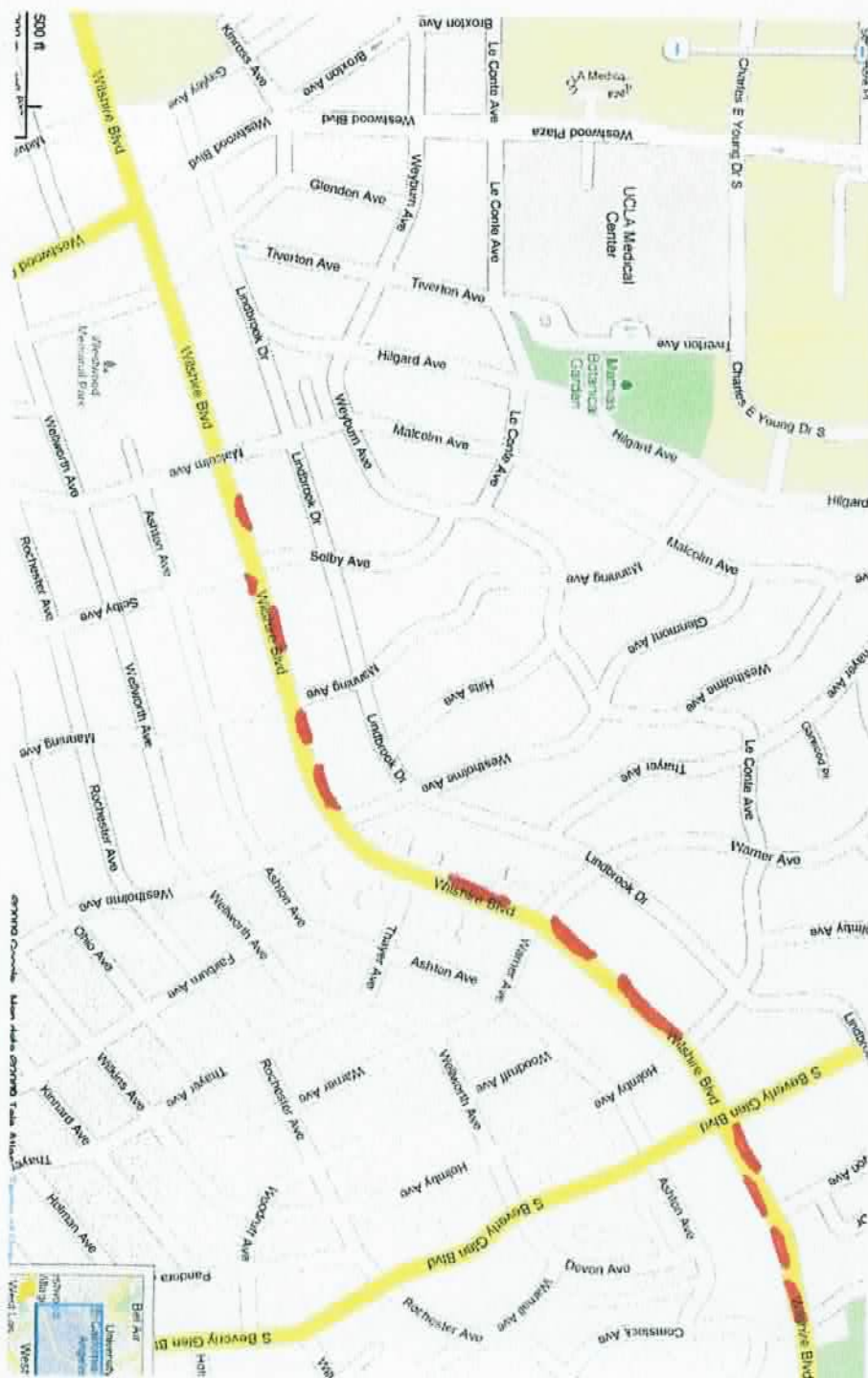
Note: Some JUTOUTS have been grandfathered (The Belmont Retirement Village)

(The Palomar Hotel)

OVER 10,000 PEOPLE LIVE IN THESE BUILDINGS WITH ONLY INGRESS & EGRESS FROM WILSHIRE BOULEVARD. *

EXITING THEIR BUILDINGS DURING BUS ONLY HOURS WILL BE DANGEROUS DRIVING INTO THE SECOND LANE TO PASS THE BUS *.

12
Antenna on Wilshire Boulevard



X =

*Condominiums Hotels & Apartments
with Ingress & Egress Only to & from the Boulevard*



Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

13 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Hector Lima y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Si es edho este proyecto nos ayudara para
reducir el tiempo para ir a nuestros trabajos.
y si mismo este proyecto puede ser el ejemplo
a seguir para nuestra ciudad.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

H. L.

firma

domicilio: 4520 Whittier Blvd. no° teléfono: (323) 9479022

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

13 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Leopoldo Ramos y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto me ayudara para
llegar mas rapido a mi trabajo
reduciendo el tiempo en el autobus

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Leopoldo Ramos
firma

domicilio: 1624 87st 2nd CA 90002 no° teléfono: (323) 9265978

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

13 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Armando Rivas y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Armando Rivas.
firma

domicilio: Inglewood Ln 9042nd no° teléfono: _____

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

10-13 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Angelica Nufre y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

yo estoy de acuerdo porque necesitamos
llegar temprano a nuestro trabajo y necesitamos
más autobuses porque el servicio está muy
mal y que pase a cada 15 minutos.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Angelica Nufre
firma

domicilio: 5512 Vally Blvd 9032 no° teléfono: 323-4147-1414
correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

13 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Esau G. Garcia y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Apoyo este proyecto en favor de autobuses
Servira para reducir contaminación, ahorro de
Tiempo en transportación

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma

domicilio: 4622 E. Clara St. Encino teléfono: 323/-771-6645
6890201
correo electrónico: _____

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

8 de octubre, 2009

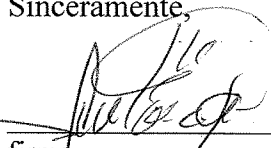
Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es JOAN WAY y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

En lo personal y en la medida de lo posible
mi familia apoyo este Proyecto,
Por que no podría quedarme detenido

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: 118 N. Westmoreland 90004 no° teléfono: 213 440 7214

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

8 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Jose Manuel y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto me ayudara mucho
en llegar mas temprano a mi
trabajo.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Jose Manuel
firma

domicilio: Normandie 7645 90005 no° teléfono: _____

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 25, 2009

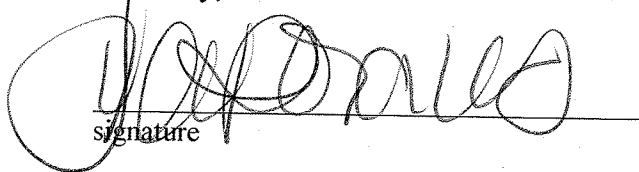
Dear Metro, Los Angeles City and Los Angeles County,

My name is Linda Perales and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

if we can have car pool lanes on
freeways make a "buspool" lane
on Wilshire like a free way. I
am new to the city and encourage
public transport!

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signature

contact address:

427 S. Normandie #103 phone: _____

email

peralesla@gmail.

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 8, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is GERARD CHAVEZ and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature

contact address: 10752 HOOVER ST #5 phone: (818) 799-3300
email _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 8, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Elizabeth Gendel and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I fully support the Bus-Only Lane.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Elizabeth M Gendel
signature

contact address: _____ phone: 323 938 4223email chitinas@hotmail.com

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

8 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Nicolas Vasquez Medrano y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Solo bus

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma

domicilio: _____ no° teléfono: _____

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 8th, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Darrell Mitchell and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Darrell Mitchell
signature

BT.
contact address: 20430 Gilmore phone: 818-224-0363
email Winnertka ca. 91306

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

9 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Maria Rivas y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Maria Rivas
firma

domicilio: 6351 Templeton no° teléfono: 323-627-5811

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 9, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is N. Shah and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Thank for these project I like this project please start as quickly as possible I save lot of time to go to work & go to home
 Thanks you very much
 Shah

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Shah

signature

contact address:

254 S.M Wood Blvd N-3-3
 LA CA 90026

phone:

N. Shah

email

N/A

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 9, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is BONNIE E. KNIGHT and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I AGREE WITH THAT.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Bonnie E. Knight
signature

contact address: 11301 WILSHIRE BLVD. phone: (310) 694-1704

email N/A

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

12 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Olivia y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Es muy importante un carril para autobuses
beneficiaria a todos los pasajeros, llegaríamos
mas luego a nuestro trabajo y tambien habria
menos trafico.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: 140 W. Harvard Blvd L.A. no° teléfono: _____
CA 9004
correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

12 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Rodolfo Gómez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

demasiado para mi trabajo

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Rodolfo Gómez
firma

domicilio: 1401 S. CATALINA L.A.C.A. no° teléfono: (213) 766-03-91

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 8, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is THEODORA F. HALL and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Theodora F. Hall
signature

contact address: 3355 Wilshire Blvd.

phone: _____

email LA, CA. 90010

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 8, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is ANGELICA CARONEL and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This is a great idea!

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Angelica Caronel
signature

contact address: 623 N. ARDMORE AVE phone: (323) 667 9818

email: angelicaronel@yahoo.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings


October 8, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Green Son and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,



signature

contact address: 10342 Lindley Ave, #337N, phone: 323-244-
Northridge, CA 91326 0408

email gson@Krcia.org

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

10- 8 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es CATALINA WESSMAN y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

*Estoy de acuerdo que haya mas
transportación, así llegamos mas pronto a nuestro
destino y esta calle es muy importante para mí*

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Catalina Wessman
firma

domicilio: 710 PLAZA SERENA no° teléfono: 909-460-1769

correo electrónico: no tengo

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

8 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Lidia Lopez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto no solo me benefició
Ami sino a todos al llegar a los
trabajos y al regresar a casa

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: 5954 Rugby Ave ⁹⁰²⁵⁵ no° teléfono: _____

correo electrónico: _____

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es GRACIELA ORTIZ y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Graciela Ortiz
firma

domicilio: 6060 Hillside Ave. #11 no° teléfono: 323-255-3441
correo electrónico: same

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

3 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Maria Villa y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Maria Villa
firma

domicilio: 440 Union Av # 02 no° teléfono: 213-482-4690

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

08 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es SCARLET Urtiaga y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

YO APOYO ESTE PROYECTO -

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Scarlet Urtiaga
firma

domicilio: 2691 GRIFFIN AV. PT 2 no° teléfono: _____

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

13 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Maura Ortiz y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

viajo 4 veces por semana
y me gusta su rapidez

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Maura Ortiz
firma

domicilio: 801 E 41 St PL-LA CA 90011 no° teléfono: (323) 232-1758

correo electrónico: odyvera@pasito.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 13, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Valente Espino and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I think it's going to benefit to all the workers of L.A. because its gonna help the environment of L.A. and its for us its gonna be really faster to be on time on our jobs.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Valente Espino
signature

contact address: 13305 Fetherly Ave #5 phone: (323) 402-7524
email Valentino251a@hotmail.com

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

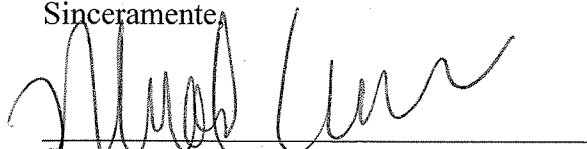
12 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Misael Aguirre y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio:

6418 Bollenbacher Dr

no° teléfono:

(862) 5332321

correo electrónico:

Aguiro Rivera cu
90660

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 13, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Maggie Ramas and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

L.A. NEEDS A BETTER PUBLIC
TRANSPORTATION SYSTEM. THIS WOULD
BE A STEP IN THAT DIRECTION!

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Maggie Ramas
signature

contact address: 14417 BRONTE DR phone: _____
email WHITTIER CA 90602

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

13 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Rosa Bejarquez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

yo pienso es muy Buena Idea
al azer una sola Lania para los
autobuses gracias que Dios los Bendiga
por pensar en los pasajeros.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Rosa Bejarquez
firma

domicilio: 6335 S. NEWLIN AVE no° teléfono: _____
apt - 111 Whittier CA 90601
correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Martin Perez and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature



contact address:

405 AV-305

phone:

(213) 4133065

email

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Jessica Montenegro and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I take a while getting home because the bus
takes to long and I take 1:45 just to get
home

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature

contact address: 2721 S. Normandie Ave phone: (313) 234-8306
email sektacutie2140@yahoo.com

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

12 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Ruth Vega y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

me encantaría que este proyecto
se lleve a cabo lo más pronto
posible para poder llegar pronto
a nuestro Hogar

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Ruth Vega
firma

domicilio: 7395 Bernardo St Apt 7 no° teléfono: (1) 759 6881

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

12 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Alex Santiago y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Ese carril beneficiara el tráfico, y tener
un viaje rapido y seguro.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Alex Santiago
firma

domicilio: 10575 Western Ave # LA CA 90006 no° teléfono: (323) 836-2727

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

12 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Julio Gomez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

es una buena medida para el
ambiente

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Julio Gomez
firma

domicilio: 2782 Wilshire C. 490008 no° teléfono: 213/208-6293

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

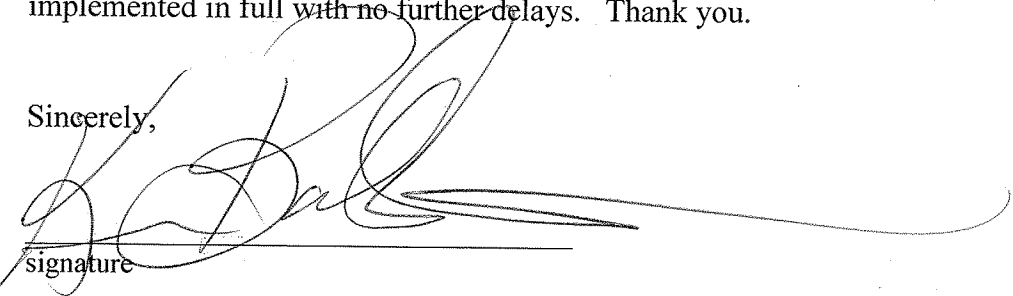
October 9, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Kavin Bapam and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signaturecontact address: 90039

phone: _____

email NAHtany59@yahoo.com

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

14 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Yeni Pelaez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Yo como madre Apolo esto que
quiere ser porque me gusta
venir a mi trabajo y a mi casa
pero que agarra el bus muy temprano

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Yeni Pelaez
firma

domicilio: 4405 Bonibest 90057 no° teléfono: _____

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

14 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Hilda D. Quintero y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

En mi opinión es importante que tengamos un carril en Wilshire para los buses porque esto mejorará nuestra condición de pasajeros a nivel de tiempo, salud, comodidad y reduciremos la contaminación

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Hilda D. Quintero
firma

domicilio: 3073 W Pico Blvd Apt #20 no° teléfono: (323) 737-3549

correo electrónico: DeicyQuintero@hotmail.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 14, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Grise/daBravo and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

As a student commuting from home to school, it
would help save a lot of time in travel time. Why wait
another 20 years for the expansion of the red line
when we can address this issue now!

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,



signature

contact address: 815 S. Bonnie Brae St. #204 phone: 213.369.8742email gogrisgogo@yahoo.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 14, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Christopher Go. Baloz and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

There is a lot of anger in this city. I believe much of that anger comes from congestion of people, from traffic, and it makes us hate each other. We need to encourage people to take public transportation and get out of those cars.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you. Caused us so much emotional economic AND ~~environmental~~ grief!

Sincerely,

signature

contact address: 4108 Marathon St. Apt #308phone: 915 536 2809email senorfish@yahoo.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Mary Sus Benecium and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I feel that I have to get up early to ride the bus and sometimes if I'm late it be so much traffic and that makes me even more late to school.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Mary Sus Benecium
signature

contact address: 3119 W. 59th St. Apt #3 phone: (323) 348-0354
email: cytred2@yahoo.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

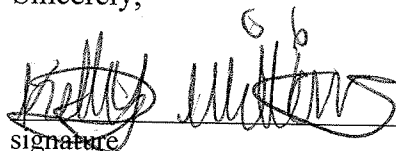
Dear Metro, Los Angeles City and Los Angeles County,

My name is Kelly Williams and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I think it would be a faster way to get to school.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signature

contact address: _____ phone: (823) 737-6891

email _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Samilla Parish and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I think this will be a great idea. This will be quicker for
more people to get to there destination faster and easier.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signaturecontact address: _____ phone: (323) 617-1499email ss-bula@gmail.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Nicholas Casillas and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I took The Berr every day for a year. The Traffic is fact every the day who'sel like to see it done.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Nicholas Casillas

signature

contact address: 566 S San Pedro ⁴¹² LA 90013 phone: _____
email _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Jonnie Jones and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

YES - I BELIEVE THE PLAN
WILL WORK

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature

contact address: 725 S. WESTLAKE phone: (310) 676-3326
email _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Albert Pontroz and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I think well know this would be so fast
A success if approved

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signature

contact address: 340 So. St. Andrews Pl. phone: 213-210-0466
email _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 9, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is David Lucas and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

David Lucas
signature

Los Angeles

contact address: 1404 37 ST phone: _____email 90017

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 13, 2009


Dear Metro, Los Angeles City and Los Angeles County,

My name is Jose Perez and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I think that "ll be a good idea to start a good project like that, specially because of the pollution which is in the highest level, it would reduce it quickly.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature contact address: 6528 Wilshire Blvd phone: 323email

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 09, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is JOSE RIVAS and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I believe this will be very good that way
we can reduce traffic and Air pollution

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,



signature

contact address: 6949 Laurel Canyon 139 phone: (323) 469 2695

email _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Joseph Ramos and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I think it will save us time and be
a better way to get around quicker.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature

contact address: _____

phone: (323) 952-6931

email _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 9, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Ryan Michaels and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This action benefits everyone, regardless of transportation vehicle because it may help improve air quality, which along with cutting travel time, can be very beneficial to us all.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signature

contact address: 2441 West 3rd Street phone: _____
Santa Monica, CA Apt. 2
email ryanm677a@gmail.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 10/19, 2009

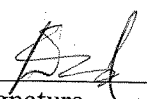
Dear Metro, Los Angeles City and Los Angeles County,

My name is Sara Subahan and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

because of the weather changes of
Gas and toxic, I agree in
reducing car driving. Thank U-

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signature

contact address: 2604 Laceninga phone: 323-845-7502
email

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

7 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Jose Alvarado y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto me parece bien, pues ya lo habrían dicho hace 10 años atrás y no lo hicieron?.. El problema está en que la transporación del 720 es lenta; habrían pasado hasta 5 buses en mismo tiempo y luego tardan

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma

domicilio:

correo electrónico:

no° teléfono:

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

06 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Francisco Davalos y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Beneficiaria el medio rapido para llegar
al trabajo, Beneficia, al medio ambiente
cada vez es mas grave si nos beneficia
este proyecto. Gracias

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Fco. Davalos
firma

domicilio: 7914 1/4 2nd St. Downey no° teléfono: (323) 450 8903
correo electrónico: FD501010@gmail.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 10, 2009

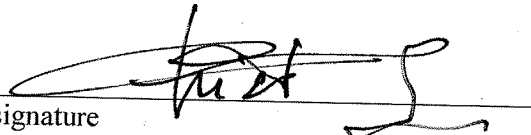
Dear Metro, Los Angeles City and Los Angeles County,

My name is christian Qui and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

less pollutionFaster service

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signature

contact address: 3331 3rd St, LA, CA 90020 phone: _____email christian.qui@free.fr

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12th, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is BRIMAH KARSBO and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This will enable people to travel more faster and
also good for employees commuting to be at work on
time

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signature

contact address: 744 S Catalina St #301 phone (213) 663-5633
email brimah.karsbo@yahoo.com

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

12 de octubre, 2009

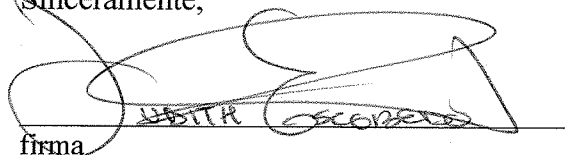
Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Judith Escobedo y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Esta propuesta a mi en lo personal me beneficia mucho pues, el tiempo es muy importante, por mi trabajo, y además ayuda al medio ambiente. Gracias, por apoyar al trabajador q' usa los buses.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: 11750 Kittredge St #39 North no° teléfono: (818) 749 6201
CA 91606

correo electrónico: mizukhy@yahoo.com

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

12 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Lois Martinez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Yo pienso que con este
proyecto ayudaremos a reducir la
contaminación y el tráfico para Los Angeles California

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: 2837 W. 7th St. no° teléfono: 913-268-57-77

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Brenda Siguenza and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I agree. TO LESS pollution in our air. we
breathe.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signature

contact address:

90006

phone:

email

Soccerplayer-32a@yahoo.com

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

12 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Maria Cristina Lardas y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Gracias a las personas que se preocupan
por el bienestar de nosotros mismos
apoyando este proyecto

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Maria Cristina Lardas
firma

domicilio: 90037 no° teléfono: 323 234 1983

correo electrónico: _____



Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

12 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Juan Carlos y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Gracias por preocuparse por nosotros

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: 90027 no° teléfono: 323 234/983

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Chuck Boone and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I ride the bus and this would
definitely benefit me.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Chuck Boone
signature

contact address: 1216 Wilmer St. phone: 213-483-3436
email none

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

12 de octubre, 2009

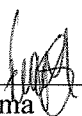
Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Floriberto Salvador y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Puede llegar a mi trabajo a tiempo.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: 3268 1/2 Monette place no° teléfono: _____

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

08 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es CLAUDIA BECEDIA y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

YO APOYO ESTE PROYECTO.
ES UNA BUENISIMA IDEA.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma



domicilio: 2691 GRIFFIN AV. APT 2 no° teléfono: 323-2768005

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Nancy Aguilon and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

N. Aguilon
signature

contact address:

2626 Manhattan Pl #206

phone:

323 737 4212

email _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 19, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Greg Whitehead and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This really needs to happen. Too congested streets. More
buses with friendlier drivers.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signature

contact address: N/A phone: (760) 587-7910email greg@braccdcity.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 14, 2009

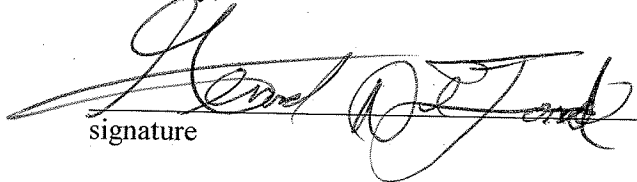
Dear Metro, Los Angeles City and Los Angeles County,

My name is Gerard DeFord and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

IT IS ESSENTIAL THAT LA.
MOVES ACTIVELY INTO THE 21st CENTURY
and provide good and fast
TRANSPORTATION.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


 signature

contact address: 1853 LINCOLN BLVD phone: 310-428-2512
SANTA MONICA 90404
 email _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 14, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Jose Garcia and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

so we can stop destroying the planet
with cars pollution
less traffic,

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signaturecontact address: P-Townphone: (323) 683 3411email P-i-m-p 27 @MSN.co

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

14 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Jaime Fuentes y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Es muy importante y bueno para
el medio ambiente
Gracias por tener este primer paso
😊

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Jaime Fuentes
firma

domicilio: 1090 S. Flower St no° teléfono: (813) 765-8098
correo electrónico: vmst236@att.net

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

14 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es ANA PACHECO y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

COMO PASAJERO NECESITAMOS UNA VIA SOLO
PARA AUTOBUSES, PORQUE AHORA SON MUY
TARDADOS.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Ana Pacheco
firma

domicilio: 522 N. MADISON AV #6 no° teléfono: (323) 660 0503

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

14 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Alicia Hernandez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

es una idea
ojala que aporxe los demas
gente

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Alicia Hernandez
firma

domicilio: 730 cresshaw bl no° teléfono: _____

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

09 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Antonia Echenique y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Apruebo la implementación de este proyecto en
pos de los beneficios que traera al medioambiente
y salud de quienes viven en Los Angeles.
¡Gran Iniciativa!

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Antonia E
firma

domicilio: Landfair 500 no° teléfono: _____

correo electrónico: raiaechenique@hotmail.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 13, 2009

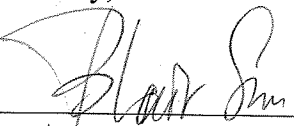
Dear Metro, Los Angeles City and Los Angeles County,

My name is Blair Sun and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

use public transport ~~to~~ can
reduce air pollution.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signature

contact address: 515 Marengo Ave Glendale phone: 626 262 3147
email u-know-2356@hotmail.com

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

12 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Francisco y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Diria que para menos
trafico y desde luego
evitar la contaminación

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: 10453 Ardmore no° teléfono: 213-805-2001

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is FAREENA MAHAMUD and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

It will make travel between downtown LA
and the Wilshire district faster and easier.
This is good for business. We need more
corporations to operate in L.A.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

F. Mahamud
signature

contact address: 5757 Fawcett Dr. R.P.V. phone: 213-923 2271

email _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

12 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Sara Plasencia y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

No tiene sentido que un autobus cabe
80-100 personas y hay solo una persona
en un carro pero todavia ocupamos
el mismo espacio.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Sara Plasencia
firma

domicilio: 316- W-53 st no° teléfono: 323-846-6990

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is ALDO MAGANA and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

THIS PROJECT WOULD BE GREAT BECAUSE
IT WOULD GET ME TO WORK AND
BACK IN LESS THAN 2 HRS.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Aldo Magana
signature



contact address: 6244 MAYFLOWER phone: 323-537-2928
email ~~ALDO~~ ALDO-MAGANA7@MSN.COM

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is RUEL MIRASOL and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

TOTALLY AGREE. IF THEY CAN ALLOCATE CAR POOL LANES
THEN BUS LANES SHOULD BE PROVIDED TOO. TIME FOR
LDS ANGELES TO WAKE UP. BREATHE AND FEEL THE AIR
AROUND YOU!

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signature

contact address:  phone: _____email ruelbmirasol@yahoo.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

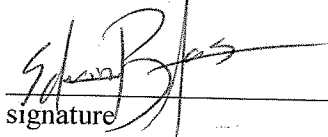
Dear Metro, Los Angeles City and Los Angeles County,

My name is Edwin Rojas and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I feel that if this passes people will
be able to get to their destinations faster.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signature

contact address: 334 S. Gramercy Pl. phone: (213) 820-4872

email _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

15 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Maria Perez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Maria Perez
firma

domicilio: 511 S UNION AVE PPT #111 no° teléfono: (213) 482701
correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 13, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Dana Wilcox and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

good for the bus

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Dana Wilcox
signature

contact address: _____ phone: _____

email willcox.dana@gmail.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 13, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Bobby Alexis and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Based on the current increase in population and
in traffic flow it would be great if Wilshire Blvd.
could have its own bus lane during peak hours. Not only
is this proposition commuter friendly but helps the environment
as well.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Bobby Alexis
signature

contact address: 519 Gayley ave. #201 Los Angeles phone: ~~310~~
CA, 90024
email bobbyalexiswim@yahoo.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 14, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Alexandra Henriquez and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I also believe this will can help not only the people that ride the bus but for people that drive their car. It will reduce the traffic and make it a safe environment.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Alexandra Henriquez
signature

contact address: 421 W. Heliotropes #222 phone: (323) 241-2424email henriquezalexandra@yahoo.com

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

14 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Andres Gonzalez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Favor de aprobarlo para bien del
país y de todos los usuarios
de los Autobuses MTA, y más que
nada por el medio Ambiente.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,



firma

domicilio: Vermont Ave. no° teléfono: 323 - 948 - 8820.

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 14, 2009

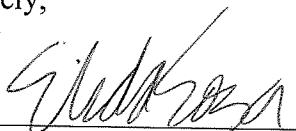
Dear Metro, Los Angeles City and Los Angeles County,

My name is Elida Sosa and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Even in so wrong called "Third World" countries
have already this-bus only-lanes for several years now.
So why is L.A. falling behind on this, it would defenitely be
cheaper than a light rail and be useful to lots of us sooner.
Hasn't the Orange Line worked miracles?

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signature

contact address: _____ phone: 323 7935805email elidas21@yahoo.com

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

10/12 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es SANTOS ARUETA yurgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este carril me ayudara,
mucho para llegar a
mi trabajo.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

S C Arueta
firma

90015

domicilio: DOOWASHINGTON BL no teléfono: 213 440-2770

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Ines Simenez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

necesitamos un mejor Servicio Mejor

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Ines Simenez
firma

domicilio: 3021 west 11 Street no° teléfono: _____

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

22 de octubre, 2009

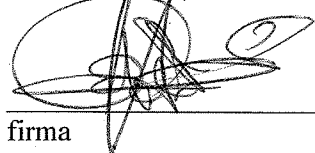
Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Martin Rosendo y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Es de esperar
que mejorando los mas
pronto que se pueda
porque nos ayudaria a llegar mas
pronto en el trabajo

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: 3715 Wilshire Apt 308 no° teléfono: 213 8247510

correo electrónico: No tengo

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 14, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Kathy Garcia and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This will benefit me by going where
i have to be in time.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Kathy Garcia
signature

contact address: _____ phone: _____

email lcha - SKS216ver@yahoo.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 14, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is CHRISTIAN ROSS and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

me pongo janial los cambios que se hacen
para mejorar el servicio

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,



signature

contact address: _____ phone: 323 896 0804email pampemo47@hotmail.com

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Imelda Canton y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Para poder tener rápida movilidad
hacia mi trabajo

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Imelda Canton
firma

domicilio: 3105. Kenmore Av. #106 no° teléfono: (213) 4808272

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

06 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Nofales Pastor y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Al haber una sola línea para autobuses
Sera mas rapido llegar a mi trabajo
y regresar a casa.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,



firma

domicilio: 3333 W 4th St Apt 205 no° teléfono: 310 654 79 88

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 6, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Davis Jones and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Davis Jones
signature
90673

contact address: _____ phone: _____

email _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Francisca Valle y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Por favor necesitamos mas bases
y menos carros en la calle

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Francisca Valle
firma

domicilio: 1233 1/2 S Kemore Ave no° teléfono: 310-823-8518

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Juan Sanchez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

me parece bien la idea

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma Juan Sanchez

domicilio: cada Ontario no° teléfono: _____

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 6, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Joan Anckle and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Having a bus lane would decrease polluted air to a great degree. Passengers would reach destination quicker. This is similar to the diamond lane for cars on the freeway.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

This is an excellent idea,
"

Sincerely,

signature

contact address:

email

VA 90056-1279

4839 W. Stauson Ave

phone:

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

06 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Lucia Sandoval y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Va a dar más rapidez a la que
no tiene autos y que necesite el
autobus

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Lucia Sandoval
firma

domicilio: 1247 Federal Ave no° teléfono: _____

correo electrónico: L.G. 90025

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

13 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Ruth Ambrosio y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Oh Ami me ha beneficiar
para llegar pronto Ami trabajo
muchos gracias por ayudarlo

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Ruth Ambrosio
firma

domicilio: 1218 1/2 N Bayendo St no° teléfono: 323/253-5790

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

15 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Elizabeth Palacios y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

llegaria mas Rapido lo mi
trabajo. y seria Menos
trafico. y menos Contaminacion del
aire.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Elizabeth Palacios
firma

domicilio: 3570 Folsom way no° teléfono: (323) 728 88 94

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 15, 2009

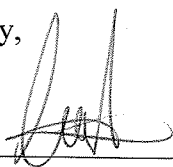
Dear Metro, Los Angeles City and Los Angeles County,

My name is Goodalye and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Es muy util para todos

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,



signature

contact address: 4605 eagle st LA phone: (323) 402 8088

email

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

15 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Silvia Jara y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Es buena idea para
mejorar el ambiente.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Silvia Jara
firma

domicilio: 1201 Winton Ave no. 14 apartamento 14 teléfono: 026 9645890

correo electrónico: _____

October 15, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is RON STANBACH and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

AND IT WAS HAVE A PROFOUND AFFECT ON ATTITUDE
AND DEMONSTRATION WHICH AT TIMES ^{ARE} VERY HARSH
AND UNPROFESSIONAL TOWARDS THE PASSENGER.
WHICH COULD CONTRIBUTE THEIR DISPOSITION.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

RON STANBACH
signature

contact address: LOS ANGELES, CA. 90013
3804 S. BROADWAY PL. phone: 322-963-1208

email _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

15 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Ana Vazquez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Estoy de Acuerdo
- Salvo un carril para Autobuses

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Ana V
firma

domicilio: 2560 Huntington no° teléfono: 323 977 1077

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

15 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Otilia Planch y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

para mi es muy importante porque
uso el auto Bus diario

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Otilia Planch
firma

domicilio: 3415 Alvarado St #402 LA. ca. 90057 no° teléfono: _____

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 13, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is JENNIFER SIMONE and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

cut down commute time ~~and~~ will be great.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signature

contact address: 90042 phone: _____email simone.jennifer@ga^{hoo}.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 14, 2009

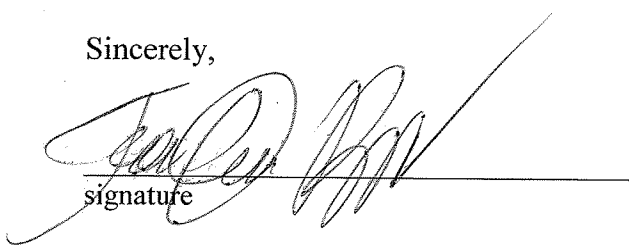
Dear Metro, Los Angeles City and Los Angeles County,

My name is JEAN FRANCOIS BLANCHETTE and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Only real action that promotes the convenience of bus riding will result in less auto traffic, enhancing the lives of all Angelenos

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signature

contact address: 1037 4th ST SM phone: _____
email BLANCHETTE@ULLA.EDU

Dear Metro, Los Angeles City and Los Angeles County,

Also From student, like me, getting to school is a
hustle, especially where I live, in Boyle Heights, going to
Santa Monica daily, from an hour and two hour rides,
It would help many students.

Sincerely,

signature

contact address: onescribles@rphco.com phone: N/A
email _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

_____ de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Adela Garcia y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

yo como trabajadora que usa esta línea
me ha beneficiar mucho por que voy a llegar
mas temprano en mi trabajo y tambien temprano
en mi casa

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Adela Garcia
firma

domicilio: 6622 El Cortez Ave. no° teléfono: _____
Bell Gardens CA 90201
correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

14 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Manuela M y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Como pasajera
Viajo todos los días a Santa Monica
con 2 horas de viajes

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Manuela Maradiaz
firma

2930
domicilio: 75T # 19 90005 no° teléfono: _____

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

14 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Rafael Vazquez Ortega y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Me da gusto que entre, como este Sindicato
se preocupe por el bien de este proyecto
para el beneficio de todos nosotros
los felicito muy buen proyecto

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma 

domicilio: HENMORE N° 301 no° teléfono: 213 888 3060

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

22 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Diana Anderson y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Creo que es muy importante
tener líneas consiguientes al
autobus rápido y también
que sean más autobuses!

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: _____ no° teléfono: _____

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

14 de octubre, 2009

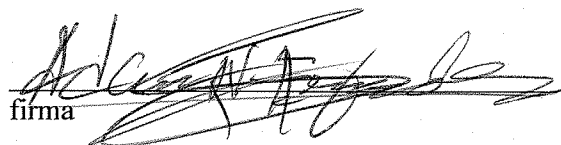
Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Adan Fernandez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Para que aiga menos esmog en las
calles y menos autos en las calles
y piensen también en reducir las
tarifas.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: PO BOX 20202 L.A. CA 90006. no° teléfono: (626) 848 1852

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 14, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Raul Nable and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

PROVIDING THIS LANE WILL SPEED UP BUS SERVICE ON THE WILSHIRE CORRIDOR, THIS ENCOURAGES INCREASED USAGE OF M.T.A. THIS WILL ACTUALLY HELP TO RELIEVE CONGESTION ON WILSHIRE

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signature

contact address: 777 N Hoover, 90004 phone: 323-664-5620
email RUGGER-DAD@Yahoo.com

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

15 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

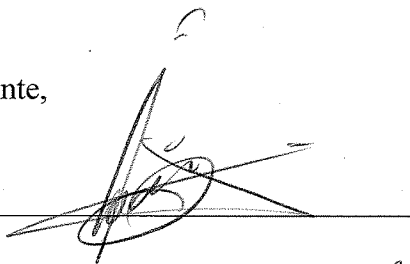
Mi nombre es Fran Valdez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Yo viajo todos los días en esta calle y
ami me ayudara mucho ya que yo trabajo en
Malibu.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma



Lynwood

domicilio: 3240 Euclid Ave. no° teléfono: (213) 210-0221

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

15 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Marie Alvarado y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

me parece una idea buena porque a veces uno
quiere llegar temprano al trabajo x por el tráfico
a veces no llega

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Marie Alvarado
firma

domicilio: 957. smento av #309 no° teléfono: _____
90006
correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 18, 2009


Dear Metro, Los Angeles City and Los Angeles County,

My name is Maria Adriana Arriola and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Para mi sería muy importante
este carril, y de gran ayuda
diariamente

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signature

contact address:

738 Vernick Way

phone:

310 673-2217

email

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

15 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Manuel Campos y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Me beneficia ahorro dinero en gasolina,
y no pagar aseguranza. También mejor
para el medio ambiente y mi familia es
más segura en los buses.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Manuel Campos.
firma

domicilio: 2977 West 14th St. LA, 90006 no° teléfono: _____

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 14, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Alejandro Hernandez and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

would like to be done ASAP since wilshire corridor
has to be the most busiest bus I've
seen, this would benefit all of us in
LA.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Alejandro Hernandez
signature

contact address: 920 W 40TH PL phone (323) 972-7832

email _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

8 de octubre, 2009

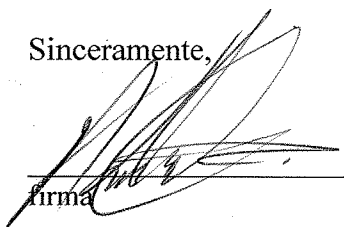
Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Abel Cime y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Y no solo beneficiara a mi sino tambien
lo hara para gente del presente,

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: 220 10th st Montebello no° teléfono: (323) 671-0327

CA 90640
correo electrónico: 60rga@cime@yahoo.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

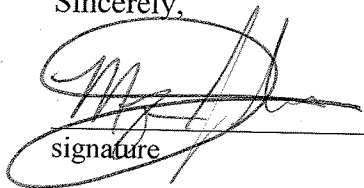
October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Marguise Washington and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,



signature

contact address: 90018 LA, CAphone: (323) 710-9192

email _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Elena Gomez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Queremos un mejor servicio y este va a
mejorarlo mucho. Está ofreciendo lo mejor

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Elena Gomez

firma

domicilio: 1401 S H St no° teléfono: 90015

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Guadalupe Santiago y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Será menos tiempo de viajaríamos en bus
disminuir la contaminación

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Guadalupe S.
firma

domicilio: 2720 Cynwood Ln. CP. no° teléfono: 323 385 0243

correo electrónico: _____

Dear Metro, Los Angeles City and Los Angeles County,

My name is LORI MILLS and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

The streets are always crowded with cars and it shouldn't have to take all this to get 1 lane for the bus. There are clearly more people on the bus. I Always have to travel to work VA, And it takes forever. This project is a critical environmental breakthrough for Los Angeles and needs to be

implemented in full with no further delays. Thank you.

Sincerely,

signature

contact address: 2600 Hoover phone: (323) 252-7173
Los Angeles CA
 email _____ 90007

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

14 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Angel Flores y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Queremos como usuarios de auto bus
pedir un servicio mas eficiente
en las mañanas y tardes
y que bajen la tarifa, y que Wilshire
sea usado solo para Autos buses.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Angel O. Flores
firma

domicilio: 420 . S . LAFAYETTE
PARK. PK. L. A CA 90057
correo electrónico: _____

no° teléfono: 213 - 700 - 2443

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

14 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Edna Martínez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Porque os tomaban la espera para
tomar un bus, y me gustaría mejorar el
servicio para mas rapidez ya q' muchos no
contamos con transporte propio.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: _____ no° teléfono: (323) 8460260

correo electrónico: KardineSugr187@hotmail.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 14, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Irina Darkhorsky and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Nice try and I
wish you to win
a campaign.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

I. Darkhorsky
signature

contact address: 1144 5th St. #115 phone: 310/451-5431
email: idarkhorsky@gmail.com

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

14 de octubre, 2009


Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Genaro Rios y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Es muy i degl - de lo piensan
oviamiento llegaríamos mucho mas rapido
en el destino siguan adelante
este proyecto -

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: 1012 Westmoreland AVE no° teléfono: 213-2528126

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

12 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Rosa Rivera y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

muy importante estar a tiempo en el trabajo

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Rosa Rivera
firma

domicilio: 1442 W 36th PL LA Ca no° teléfono: _____
96018

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Jennifer Mojica and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Takes me 3 hours to get
home. Sucks!!

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Jennifer Mojica
signature

contact address: 3140 Wilsbury Dr. phone: (323) 623-2340
email: jenny26@aol.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 12, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Kenn Scott and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

If properly obeyed, it will lessen traffic
to unpredictable cars make force quick
stops which are dangerous.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Kenn Scott

signature

contact address: 426 east 49th st. phone: _____

email _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 14, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is MICA FRARY and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I Ride the 70 BUS FROM DOWNTOWN LA, 5th & Main TO WILSHIRE & Bundy Monday-Saturday. I think this would deffently make my Ride much EASIER

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Mica Frary
signature

contact address: 643 S. SAN PEDRO #311 phone: 213-215-1958
LA CA 90041
email _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

14 de octubre, 2009

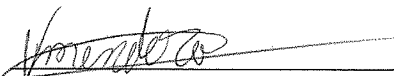
Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Victoria Mendo y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

esto x de avarado por que
asi pde mas llegar mucho mas
rapido a nuestros trabajos.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: 1801 W 38th Los Angeles CA 90062 no° teléfono: (323) 737-0209
correo electrónico: _____

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

14 de octubre, 2009


Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Blanca Rosa y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Es muy importante este proyecto ya que
muchas veces tardamos hasta 2 horas
de Vermont a Santa Monica debido al tráfico.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: 430 S. Beverly Ef. #30 L.A. CA 90020 no° teléfono: (213) 739-9959
correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

13 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Rosario Martinez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Estoy interesada en este proyecto por qué va a mejorar la ciudad y el transporte.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Rosario Martinez
firma

domicilio: 611 S Laverne Ave. Los Angeles CA 90008 no° teléfono: _____

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 13, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is JASON FRASER and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

BY ATTRACTING PEOPLE TO USE THE BUS
INSTEAD THEY WILL SAVE MONEY
WHICH IS AN EPIDEMIC IN AMERICA
THE FAILURE TO SAVE MONEY!

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature

contact address:

phone:

email

fraserlads@yahoo.com

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

6 de octubre, 2009

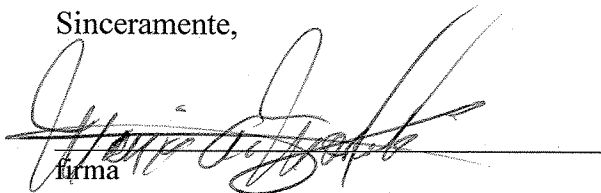
Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Mario Morales y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Que disminuye el tráfico

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: \$ 90005, Los Angeles no° teléfono: _____
correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 6, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is BOBBY Eliot and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

It makes perfect sense! something
needs to be done! It's a cheap way to nap
a huge problem! too many cars and not enough
Buses!

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature

contact address: _____ phone: _____

email BOBBY @ AlanEliot.com

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

6 de octubre, 2009

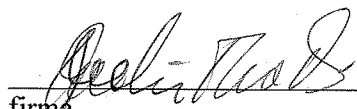
Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es IRMA PENEZ y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

ES UN PROYECTO MUY IMPORTANTE
PORQUE PARA LAS PERSONAS COMO
YO QUE VIAJAMOS EN BUS NOS
AHORRARA TIEMPO

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: 1830 S - ANGELES no° teléfono: 323 735 0455
correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Juan Javier Ochoa y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma

domicilio: 121 S. CARANDEL ST 15 no° teléfono: _____

correo electrónico: _____

LA CA 90057

Wilshire Bus Rapid Transit Project

1918



COMMENT FORM

FORMULARIO PARA COMENTARIOS

Name/Nombre: PAUL VERDON	
Organization/ Organización: RESIDENT / COMMUTER	
Address/Dirección: 10544 STRATHMORE DR, LA 90024	
Telephone/Teléfono: 310 793-1776	Fax: 310 - 8996741
Email: PVERDON@AOL.COM	

Comments/Comentarios:

SEE ATTACHED

Return comment form to: Favor de regresar formulario a:
Martha Butler, Project Manager; Metro, MS 99-23-1; One Gateway Plaza, Los Angeles, CA 90012



Metro

**LADOT**
Moving Los Angeles Forward

10-14-09

Paul Verdon

Comments:

I have been traveling to work down Wilshire Blvd. from Westwood, at Glendon, to Santa Monica on 5th Street for over 10 years. On this approximately 5 mile stretch of Wilshire I have been able to assess and witness the last bus lane that was operating for a couple of years and the problems it generated. Also I have witnessed the other bottle necks along this stretch of road at the freeway entrance on both sides going under the pass at Sepulveda thus stopping through traffic from getting to the east side of the freeway.

In your EIR please address the problems presented by the combination of Santa Monica Big Blue Bus lines, MTA Metro Rapid bus and the MTA Metro Local line along this section of Wilshire Blvd. What happens is the Big Blue Bus jockeys around the MTA buses as they are stopped all along Wilshire and vise versa, and when they do so they come into the regular traffic lanes which are there are only two and they stay there. In the past if the BBB is "out of service" or not stopping at everyone of the BBB stops they stay in the lanes for autos the entire time. Therefore restricting cars to two lanes and still allowing buses to stay in or use our lanes creates a bigger problem than there was before for commuters. The auto drivers actually end up losing more than just the bus lane. The bus drivers currently drive in the fast lane of Wilshire in this section and it's a problem because they block views and take up a lot of space however we have the three lanes to use. Because the Metro Rapid stops only every mile they will also come back into the lanes for autos with BBB until the next stop thus avoiding getting stuck behind MTA or BBB. It was a nightmare last time we had bus lanes and the nightmare will come back. It is inevitable that a parked car gets in the bus lane as well and is towed which again causes us major delays in the movement of traffic.

The only answer is to have the buses have their own right of way as in the Valley which I believe is the Orange line.

Paul Verdon

10-14-09

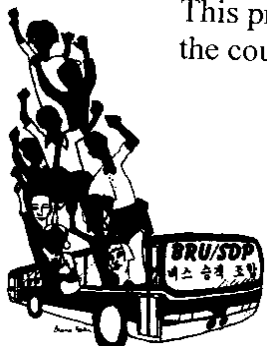
October 15, 2009

Metro MS 99-23-1
One Gateway Plaza
Los Angeles, CA 90012
Attn: Martha Butler, Project Manager

On behalf of the Bus Riders Union and the Labor/Community Strategy Center, we are writing to urge the full 9.6 mile implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. We would like to see an alternative study of the full route that includes retaining the jut outs and converting the existing curbside lanes to bus-only lanes in the section from Malcolm to Comstock in the Environmental Impact Report.

We disagree with the alternatives to exclude the 0.3 mile section from Sepulveda to mid-block Veteran/Gayley Ave. near the 405 freeway area as well as the 0.7 mile section from S. Park View to Valencia St. from the project. The 405 section is one of the most congested places where bus-lanes will make a significant impact in improving travel times of riders. Despite LADOT's concern that implementing bus-lanes will reduce 50% of the road capacity for cars along the S. Park View to Valencia section of Wilshire, this section is located in a highly transit dependant neighborhood and therefore buses merit such road capacity dedication. The jut-outs in the area of Malcolm to Comstock should be preserved because they serve to provide green space and buffer from traffic for the residents and pedestrians around the neighborhood. We agree that funds saved from not removing the jut outs should be invested into improving the street conditions of other areas of Wilshire Blvd.

Wilshire Bus-Only Lanes project will be a precedent on how we can prioritize environmentally viable transit and implement it relatively quickly and affordably in one of the most car congested regions. According to the American Public Transportation Association study, the benefits of replacing more car miles with public transit leads to drastic reductions of greenhouse gases and smog pollutants. L.A. is in a crisis and we know we can no longer just build more roads to "relieve congestion" and encourage car use while mobility, air pollution, public health, and Global Warming problems worsen. This project can set the basis to expand and create a network of bus-only lanes throughout the county.



We hope to see a thorough review of the alternatives suggested and look forward to engaging in the draft EIR public review process next year. Thank you.

Sincerely,



Francisca Porchas
Lead Organizer
Clean Air Campaign



Barbara Lott-Holland
Co-chair
Bus Riders Union

Cc: *LA City Transportation Committee*
Councilmember Bill Rosendahl, *Chair*
Councilmember Paul Koretz, *Vice-chair*
Councilmember Bernard Parks
Councilmember Tom LaBonge
Councilmember Richard Alarcón

CALPIRG

**Standing Up
To Powerful Interests**

369 Broadway, Ste. 200
San Francisco, CA 94133
(415) 622-0039

3435 Wilshire Blvd., #385
Los Angeles, CA 90010
(213) 251-3680

1107 9th St., Ste. 601
Sacramento, CA 95814
(916) 448-4516 (ph)
(916) 448-4560 (fx)

On behalf of CALPIRG, I would like to submit public comments gathered from across Los Angeles.

These comments reflect backing for the full scope of the Wilshire Bus Rapid Transit Project. Please consider these comments during the scoping process, and recommend the full route, including both the eastern and western portions. As our comments reflect, this project is crucial to reducing congestion, and providing more reliable, faster public transportation along an overburdened corridor. As our population grows, this project will become increasingly important.

Thank you for your time and attention. Please do not hesitate contacting me.

Sincerely,

Erin Steva

Transportation Advocate
California Public Interest Research Group (CALPIRG)
3435 Wilshire Blvd #385
Los Angeles, CA 90010
213-251-3680 ext 308 (o)
612-590-2174 (c)
213-251-3699 (f)

Blake Fan

90007

~~aka~~ blakefan@gmail.com

Please support the BusRapid Transit Project. Traffic in L.A. is simply a nightmare!

Wilshire Bus Rapid Transit (BRT) Project Input

Name: MARIA Perales

Organization: SMC

Email:

Address:

City, Zip:

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

-CROWDED

- VIOLENCE (INCIDENTS)

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Alex Vance

Organization: SMC

Email:

Address:

City, Zip:

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: *Steven Coffman*

Organization: *SMC*

Email:

Address:

City, Zip:

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: CHARISA HENLEY

Organization: SMC

Email:

Address:

City, Zip:

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

It's extremely crowded
there's no personal space.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Nicole Jefferson

Organization: Sme

Email:

Address:

City, Zip:

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Overcrowded, and don't come on time/frequently enough.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Steve Lorenzana

Organization: SMC

Email:

Address:

City, Zip:

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: ~~PALVEEN~~ ARVANITES

Organization: SMC

Email:

Address:

City, Zip:

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: AARON GARCIA

Organization: SMC

Email:

Address:

City, Zip:

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: *Melvin Payne Jr*
Organization: *Calping*
Email: *Melvinpaynejr@yahoo.com*
Address:
City, Zip: *N. Hollywood 91601*

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Shailin Sheh

Organization: SMC

Email: shailinshailin@yahoo.com

Address: /

City, Zip: LA

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: NICOLAS BECKMAN

Organization: CALPIRG

Email: NICOLASBECKMAN@YAHOO.COM

Address:

City, Zip: 90019

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Kevin Ye

Organization: SAME

Email: 407@Yahoo.com

Address:

City, Zip:

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Ryan

Organization: CalPirg

Email: RyanSilva@gmail.com

Address:

City, Zip: West Hollywood, CA 90069

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project InputName:

DIANA CIGNONI

Organization:Email:

dcignoni@groundhero.com

Address:City, Zip:

SANTA MONICA,

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Coffee + Music

on the Bus

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Scott Kim

Organization: CALPIRG

Email: skim@live.com.

Address:

City, Zip: Monterey Park, 91754

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

nhc

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Firoz Rahman

Organization: SMC

Email: firoz-rah@yahoo.com

Address: 216 Schubert Dr, Apt, Alhambra, CA 91801

City, Zip: Alhambra, CA 91801

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Nigel Davis

Organization: CALPIRG

Email: nigel_951@hotmail.com

Address:

City, Zip: Los Angeles, CA, 90035

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project InputName:

Jersey Sinclair

Organization:

SMC

Email:

sinclair@earthlink.net

Address:

"

City, Zip:

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: JOSE ACULAR.

Organization: CALPIRG

Email: XTMAXIMUSX@GMAIL.COM.

Address:

City, Zip: LOS ANGELES. CALIFORNIA. 90005.

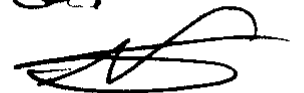
Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: NICK STENO
Organization: BAYSIDE DISTRICT
Email: rocky.mountain.gates@yahoo.com
Address:
City, Zip:

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

I work as a downtown Ambassador for Bayside. Improving traffic control and bus traffic would greatly benefit and improve the "visual" and economic attraction of the largely sought Santa Monica commercial area.



Wilshire Bus Rapid Transit (BRT) Project Input

Name: Ossman Sibail

Organization:

Email: ossman.j@gmail.com

Address:

City, Zip: 90405

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: MONICA LAB

Organization: CALPIRT

Email: MONICA_19027@yahoo.com

Address: 1551 N. SERRANO AVE. #4

City, Zip: LOS ANGELES, 90027

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Talar Williams
Organization: Calping (SMC)
Email: ~~TS~~ T.DuBB1213@yahoo.com
Address: 691. South Irolo Street
City, Zip: LA, CA

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

~~But~~ I'm a former Bus-Riders union member & I am frustrated our public transit is still not really 100%. yet please support this cause as it was the same cause(s) I fought for in the B.R.U.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Jaslyn Armstrong

Organization: CalPine

Email: ~~Jaslyn.Armstrong@calpine.com~~ CherieArmstrong@aol.com

Address: 2245 s beverly glen blvd. los angeles CA. 90064

City, Zip:

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Romel Shaheed
Organization: SMC-CALPIRG
Email: CRSERVICES2001@yahoo.com
Address: 356 S. Glass Ave. #57
City, Zip: Los Angeles CA 90033

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Livon Ghermez

Organization: CAL PRG (SMC)

Email: Cuitiepas3345@gmail.com

Address: 137 S. Wetherly Dr.

City, Zip: Beverly Hills, CA

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Derrick Sanchez

Organization: Calping

Email: Derrick21@Rocketmail.com

Address: 5600 Wilshire Blvd.

City, Zip: Los Angeles 90036

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Josh Golriz
Organization: SMC Cal Pierg
Email: Golriz@tmail.com
Address: 4654 Edwin Dr
City, Zip: LA 90046

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Reyvan Moradian

Organization: CAI PARK

Email: Reyvan Moradian@yahoo.com

Address: 1525 S. Creston LA CA 90035-

City, Zip:

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Andrea Gonzalez
Organization: SMC / CALPIRG
Email: Camila294950@yahoo.com
Address: 3556 Jasmine ave
City, Zip: LA, 90232

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name:Organization:Email:Address:City, Zip:

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Wilshire Bus Rapid Transit (BRT) Project Input

Name: Sandra Jiménez

Organization:

Email: sandramodajimenez@hotmail.com

Address: 4305 Holt Ave. Apt 7

City, Zip: 90043

Comments: I support the full scope of the Wilshire Bus Rapid Transit Project. This project will cut traffic, reduce congestion, and provide quicker, more reliable public transit along an overburdened corridor. Fast, reliable public transit is crucial to cutting congestion, especially as our population grows.

Fei Xu 90089

feix@usc.edu

Please support the Bus Rapid
Transit Project.

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

7 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Sonia Pompa y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Trabaja por Beverly Hills reduciría
mi tiempo de viaje y mejoraría
el medio ambiente.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Sonia Pompa
firma

domicilio: 1331 Albany #6 90015 no° teléfono: _____

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

7 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es MARCO PINEDA y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Les agradecería si pudieran poner un poco menos de tornafaros por que ay unos cuantos que estan muy pegados esto da lo que les pida.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

MARCO PINEDA
firma

domicilio: 815 S. DONNIE BRE ST PH: 224 no° teléfono: (47) 384-7646

correo electrónico: _____

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

7 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Alejandra Martinez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Yo utilizo esta calle de la Wilshire y
me va ayudar a recortar el tráfico y
asi puedo llegar pronto a mi Destino.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Alejandra
firma

domicilio: 1408 Mapache st. LACA no° teléfono: 323 877-9635

correo electrónico: _____

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

7 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Maura Reyna y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Ami me beneficia por que yo trabajo en Wilsher y Cenega Me gustaria que no solo yo me pudiera beneficiar si no tambien la demas jente, los niños que estudian, ETC.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Maura G Reyna
firma

domicilio: _____ no° teléfono: (323) 571-0608

correo electrónico: Chaparra 0069@hotmail.com

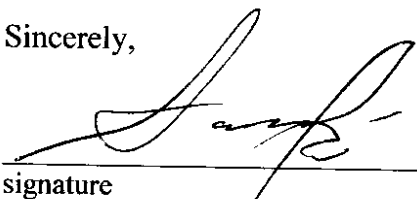
Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping MeetingsOctober 7, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Samuel Rodriguez and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signature

contact address: 90005 phone: _____

email _____

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

7 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es José Israel y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

me parece bien este Proyecto Para la ~~contaminación~~,
contaminación y Para la gente que usa más
los camiones Para que haya menos tráfico

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

José Rodríguez
firma

domicilio: _____ no° teléfono: 213 570 0408

correo electrónico: el.cristo@hotmail.com

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

7 de octubre, 2009

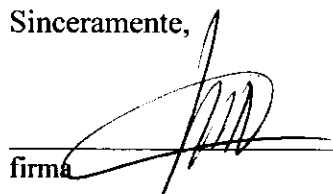
Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Alberto Jimenez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Me ayuda en tener una mejor rapidez
y esto fluye mas rapido el transporte
y agiliza mejor mi llegada al
trabajo y perjudica el trafico.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: 535 S. Mariposa no° teléfono: 389 2557 (323)
L. A. C.A. 90020
correo electrónico: _____

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

7 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Silvia Chao y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Me beneficiaría porque viajo mucho
en esta calle, reduzca el tiempo
porque es la causa de tráfico

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Silvia Chao
firma

domicilio: 1805 ^{Hope St} 454 90015 no° teléfono (323) 674 63 69

correo electrónico: _____

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

7 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Sandra Rivera y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,



firma

domicilio: 523 Union Dr. no° teléfono: _____

correo electrónico: _____

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

07 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Sonia Argueta y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma

domicilio: 533 N. Main St. A.V. #302 no° teléfono: 323-9060056
correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 7, 2009


Dear Metro, Los Angeles City and Los Angeles County,

My name is Willie J. and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Very good idea

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


Signature

contact address: _____ phone: _____
email _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 07, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Daniel Gravel and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

it would help me to get to work and home in less time coming from Highland Park to Beverly Hills.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Daniel Gravel
signature

contact address: 6105 Garnison Dr phone: 310-556-1069
email: daniel@dgsalon.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 7, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Duntae and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I feel we should have a bus only lane because I will be able to get to work on time and much faster and think about how fast bus time will be more \$ more jobs more bus riders

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Duntae Kins
signature

contact address: 545 S Hobart ⁹⁰⁰²⁰ AT 309 phone: 323 632-2191
email _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 7, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is B. BECKETT and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Need more car out of bus lane.
for another service

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

M. B. Beckett
Signature

contact address: 11144 Excelsior Dr. N.W. CA 90650 phone: 323-602-6707
email _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 1, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Paul A. Wiley and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I think it's a good idea and
Important for all.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Paul A. Wiley
signature

contact address: P.O. Box 1474 Pomona, CA 91769 phone: 909 753-5781
email WiseomanPaul@yahoo.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 07, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Velma Gay and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I Believe this is a great idea for the citizens of Los Angeles who ride the bus, and in need of getting from one destination to the next in a more effective manner.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

signature

contact address:

506 Main St. LA CA 90013

phone:

email

VelmaGay@yahoo.com

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

7 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es ZENADO y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Nos beneficiará a todos, como
pasajeros

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,



firma

domicilio: 1048 32. St. no° teléfono: _____

correo electrónico: _____

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Car Menalvarado urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

que ya apollo a esta de cision
por un solo carril

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Car Menalvarado
firma

domicilio: 4414 Normandie Ave no° teléfono: 323 605-3194

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

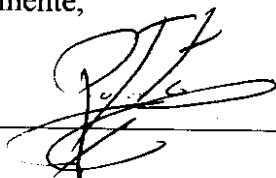
Mi nombre es Rafael García y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Yo estoy de acuerdo para que se
aga este carril, para que nos
beneficia a todos los que ocupamos
el Metro.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma



domicilio: 117 Dickerson S

no° teléfono: (323) 359 1178

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Santos Roque y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Yo siempre tomo este bus y
me ayuda porque tomo esta
calle de la Wilshire.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Santos Roque
firma

domicilio: 90007
1177W, Adams L.A. CA no° teléfono: (213) 7456118

correo electrónico: _____

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

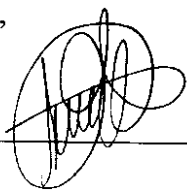
Mi nombre es Sebastián Perinino y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Me beneficiaría, reducir el tiempo
para llegar a mi trabajo, y así llegar
temprano a donde quiero ir.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma



domicilio: 1575 Berendo St. Apt. 12 no° teléfono: 323 775 6292
correo electrónico: xxx

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Lester Collado y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

me beneficia porque haria menos
tiempo a mi trabajo y no habria tanto
tráfico ni contaminación

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Lester Collado
firma

domicilio: CENTINELA BLVD. 4212 L.A. CA. no° teléfono: 333 253 8283

correo electrónico: _____

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Carmen y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto beneficiará a todos los
que usamos el autobus para llegar a tiempo a
nuestro trabajo o a la Universidad "UCLA"

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Carmen Fernández
firma

domicilio: 6337 Hollenbeck st ⁹⁰²⁵⁵ no° teléfono: _____

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 6, 2009

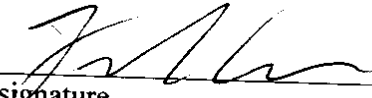
Dear Metro, Los Angeles City and Los Angeles County,

My name is Felipe Casas and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This would benefit myself because I use
the MTA on a daily basis. I take the
MTA to work everyday and I would greatly
enjoy a less travel time to and from work.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signature

contact address: 443 1/2 Euclid Ave phone: (323) 253-8988email

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Ángela Moreno y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Llegaría más rápido a mi trabajo.
Llegaría mucho más rápido a todas
mis destinos

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Ángela Moreno
firma

domicilio: _____ no° teléfono: 213 915 1146
correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 6, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is NORMAN FISHER and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

more buses runs on the street at night

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Norman Fisher
signature

contact address: 660 Stanford Ave LA 90021
phone: 213 435 3557
email None

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

26 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Amanda Herrera y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

I think is a great idea
it'll be better in all way
for passengers too.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: 354, San Andrews Pl no° teléfono: N/A
correo electrónico: herrerah5503@hotmail.com

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

6 de octubre, 2009


Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Motias Omana y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

PARA USUARIOS DE BICICLETAS
USUARIOS

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: 4017 Euclid St. Los Angeles CA 90019 no° teléfono: 323/5499045
correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 6, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Hector Reyes and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I'm late half the time per work
because of traffic.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signature

contact address: _____

phone: _____

email _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Moisés Salas y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

llegaría más rápida a mi destino.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

firma

domicilio: _____ no° teléfono: 323 742 2330

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 6, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Hector Moreno G and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

transporte mucho mas Rapido. motivaria a mucha
gente a dejar de usar su Auto viejo

This project is a critical environmental break through for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Hector Moreno G
signature

contact address: _____ phone: 213) 278 46-48
email _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es ENRIQUE CORNEJO y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

PUES para mi seria mucho mejor
y seria ~~mas~~ mucho mejor el servicio
para todos y cada uno de nosotros

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

ENRIQUE CORNEJO
firma

domicilio: _____ no° teléfono: 310 276 6104
correo electrónico: _____ EX1.242

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Rosa Conde urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Una buena idea, menos espera. Más gente en los autobuses

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Rosa Conde
firma

domicilio: 10124 Felton Ave. #7 no° teléfono: _____
correo electrónico: 90304

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 5, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is MATTHEW ROGOFF and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

MORE ACCESS TO RIDING BUS FOR PEOPLE LIKE
ME WHO RIDE THE BUS. I LIVE OFF OF
WILSHIRE AND ALWAYS TRYING TO GET THE
BUS BUSES ARE ALWAYS RUNNING LATE

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

M. Rogoff
signature

contact address: 815 S. Sycamore Ave. 90036 phone: _____
email matrogla@yahoo.com

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Elva F y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

me parece buena idea
porque yo voy por la Wilshire
casi todos los días
Gracias

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Elva Flores
firma

domicilio: 532. Gramercy no° teléfono: _____

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

6 de octubre, 2009

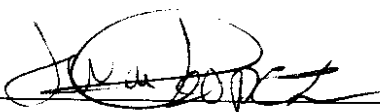
Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Juan Lopez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Nos va a ayudar mucho teniendo
un aire mas limpio.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: _____ no° teléfono: _____

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es LORENZO ARROYO yargo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

yo UTILISO esta calle
Me beneficia mucho a mi

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Lorenzo Arroyo
firma

domicilio: 2838 ALPHEA AVE no° teléfono: 323-519-8843

correo electrónico: PICO RIVERA 90660

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

6 de octubre, 2009

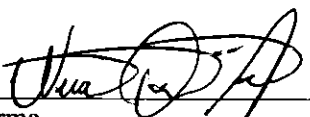
Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es WALTER ARMOS y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Y Pienso que nos interesa
a mi persona como a muchas
de los que Trabajamos
en Santa Monica

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: 181 L.A.C. BLISS no° teléfono: 323-632-1176

correo electrónico: _____

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Dale G. Smith y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Para que nos mejore nuestro ambiente
y el Gobierno nos mantenga seguros
nosotros.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Dale G. Smith
firma

domicilio: 5305 Rampart Blvd #103 no° teléfono: 323 652 7148
correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es David Hernandez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Nos Ayudara en el medio ambiente y en salir
aun mas rapido el viaje hacia Santa Monica.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: 457 S. Wilshire St. no° teléfono: N/A

correo electrónico: N/A

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

5 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es OSCAR ROSAS y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

NOTA

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

OSCAR ROSAS
firma

domicilio: 1247 W 8 ST APT #203 no° teléfono: 213 407-6887
LA CA 90017
correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 6, 2009

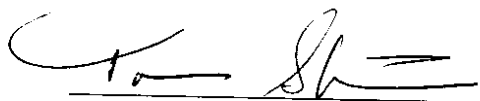
Dear Metro, Los Angeles City and Los Angeles County,

My name is Tom Shishmanian and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Because of my job I'm on the 720 alot. Because of the traffic on Wilshire I've been late 3 times within a 6 month period

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,



signature

contact address: 8233 Blackburn ave #6 L.A. 90048 phone: (310) 461-~~9568~~ 9568
email tshishmanian@gmail.com

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Eric Perez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Yo estoy De Acuerdo con Idea Y cooperare
con Invitar Amis Amigos que tomen mejor
El Auto bus que Andar En carro Por que
Yo Pienso que es lo mejor

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Eric Perez
firma

domicilio: 3011 West 12th St C. d. Reston 90006 no° teléfono: 1323: 734-4282
correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

08 de octubre, 2009

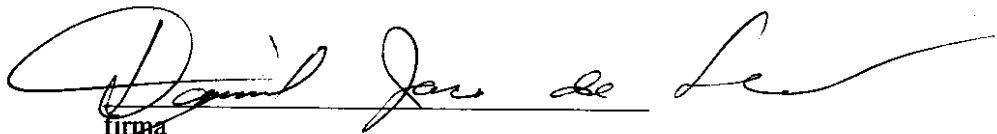
Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Daniel León y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Reducirá contaminación ambiental
y llegaré mas pronto a mi destino.
etc -

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: 6506 S. Van Ness Av. no° teléfono: 323 971 2993

correo electrónico: NONE

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 9, 2009

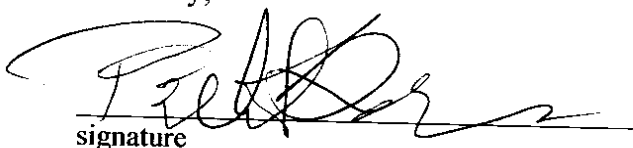
Dear Metro, Los Angeles City and Los Angeles County,

My name is Patrick Schuchardt and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Virus, N1H1, TB

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signature

contact address: pschuchardt@gmail.com phone: 310-367-5730
email _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 8, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Jovanna Hernandez and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

and will encourage more people to commute
by public transportation

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Jovanna Hernandez
signature

contact address: 90063 phone: (323) 640-1885email jovanna91@yahoo.com
Jovanna91@yahoo.com

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

08 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Josef Moran y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Podemos llegar al trabajo más rápido.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Josef Moran
firma

domicilio: 4018 Budlong Ave, 90037 no° teléfono: _____

correo electrónico: _____

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

8 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Victor Acuna y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,



domicilio:

747 S. FORD BLVD

no° teléfono:

323 263 1326

correo electrónico: _____

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

8 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es ADRIANA G y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

ME BENEFICIA EN LLEGAR

MÁS RÁPIDO A MI DESTINO

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: CENTINEL AVE APT 1 no° teléfono: 310 572 7903

correo electrónico: _____

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

8 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es EDUARDO GILZAR y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

PERSONAS QUE UTILIZAMOS ESTE MEDIO
DE TRANSPORTE LO BENEFICIARÁN EN AHOOR
DE TIEMPO

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,



firma

domicilio: 9719 E 7th St

no° teléfono: (323) 503-0905

correo electrónico: _____

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

06 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Santos Aceytuno y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Santos Aceytuno
firma

domicilio: 669 S. Union no° teléfono: _____

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 6, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Fernando N. Aparada and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

FAST TRAVEL AND TO REDUCE POLLUTION
DUE TO THE INDIVIDUAL CARS.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Fernando N. Aparada
signature

contact address: ETVAZTLAN@PEOPLEPC.COM phone: _____
email 90028

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 14, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Frank Dixon and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Will Help GET WORK ON TIME.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Frank Dixon
signature

contact address: 1788 W. 37th St phone: (323) 865.1308
email FrankDixon@yahoo.com

**Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard**

6 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Araceli Quintanilla y exurgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Mucho trafico

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Araceli Quintanilla
firma

domicilio: 90020 no° teléfono: _____

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 16, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Peter Rhee and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,



signature

contact address:

2957 W. 15TH ST.

phone:

(213) 392-4212

email

peter.rhee7@hotmail.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 6, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Martha M. and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

The city of Los Angeles needs something like this to help the community. Creating a more efficient way to travel is very helpful. Not only will it benefit us, the public, but also help the environment.

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signature

contact address: 4254 Van Buren Pl LA CA 90037 phone: 323-501-4794email marfygriness@yahoo.com

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 06, 2009

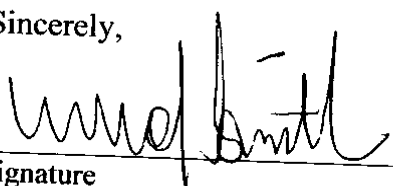
Dear Metro, Los Angeles City and Los Angeles County,

My name is ERROL SMITH and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I SUPPORT THE BUS ONLY LANE ON WILSHIRE
BECAUSE I FEEL IT WILL GET ME TO AND
FROM WORK QUICKER

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,


signature

LA, CA 90057
contact address: 743 CAR ANDRETT ST #13 phone: 424-224-1751
email: SMITHERRA32@YAHOO.COM

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 9, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Jeff and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

Good Idea

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

J. Reeth
signature

contact address:

P.O. Box 61358

phone:

323 385-8671

email

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

3 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Jose Reyes y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Es importante empujar este proyecto
y me ayudaría mucho

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Jose Reyes
firma

domicilio: 3675 Lanfranco St. no° teléfono: (323) 264 6844

correo electrónico: reyes31@univision.com

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

1039 de octubre, 2009

Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Miguel Oliva y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

quisiera que no paren este proyecto
porque yo necesito que lo realicen

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,

Miguel
firma

domicilio: _____ no° teléfono: 323) 381 99 38

correo electrónico: _____

Comentario para el estudio de impacto medioambiental del Tránsito Rápido de Wilshire
Boulevard

3 de octubre, 2009


Estimado representantes del Metro, la ciudad y el condado de Los Angeles,

Mi nombre es Jorge Perez y urgo la implementación completa del proyecto de carriles para autobuses en Wilshire desde Valencia a Centinela. Este proyecto mejorará el servicio de autobuses en reducir tiempo del viaje para miles de pasajeros que viajan por Wilshire como yo. También va a atraer a la gente que salga de sus autos y tome el autobús. Los residentes de Los Angeles, se beneficiaron muchísimo por la reducción de contaminación del aire y los gases invernaderos como resultado de este proyecto.

Apoyo a este cambio porque lo ocupo mucho es mejor que sea para solo autobuses.

Este proyecto es un avance medioambiental para Los Angeles y debe ser implementado lo más pronto posible sin más retrasos.

Sinceramente,


firma

domicilio: 1416 Brockton no° teléfono: (323) 251 7732

correo electrónico: _____

Comments on Wilshire Boulevard Bus Rapid Transit EIR Public Scoping Meetings

October 3, 2009

Dear Metro, Los Angeles City and Los Angeles County,

My name is Laura Armas and I urge the full implementation of the Wilshire Bus-Only Lanes/BRT project from Valencia to Centinela. This project will bring travel time savings for thousands of bus riders like me on the Wilshire Corridor. It will also attract more people to get out of their cars and use transit. I believe all residents of Los Angeles will enjoy the benefits of reducing air pollution and greenhouse gases as a result of this project.

I am a regular bus rider. Do the changes
Sometimes it's hard to get to your destination on
time when there's a hell out of traffic. It will
benefit a lot of passengers!!!

This project is a critical environmental breakthrough for Los Angeles and needs to be implemented in full with no further delays. Thank you.

Sincerely,

Laura Armas
signature

contact address: 90040 phone: _____
email laurarmas@att.blackberry.net